

# **small air forces observer**

**vol. 22 no. 3 (87)  
October 1998**

**US \$4.00**



**Belgian, Dutch, RAAF, RAF, & RN Buffalos  
The Death of a Mexican Pilot  
Norwegian & Turkish RF-84F  
Fleet Model 50K Update  
Finnish Ripon Update  
Peruvian Su-22s**

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# SMALL AIR FORCES OBSERVER

## The Newsletter of the Small Air Forces Clearing House

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next issue published after payment is received; if you desire otherwise, please specify which issues are desired. Send remittance to Jim Sanders, 27965 Berwick Dr., Carmel, CA 93923 USA.

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**INFORMATION FOR AUTHORS:** Manuscripts may be submitted in any form; authors whose first language is not English may submit a rough translation of the text and the editorial office will put it into good English. Authors using a computer should send the manuscript on disc. Photo should be black and white prints although color prints can be used. If you want any photos returned, please mark "Return" on the back. All art work must be ready for printing. The layout should be such that when a page is reduced (if necessary) the drawing should fit into the 7.5 inch by 10 inch working area of the final page. Art work that does not fit this requirement will have to be cut and pasted to fit; no problem, but things might not look exactly as you want them to look. All work for the SAFO is voluntary and no payment can be made for published material.

SAFO is distributed in England by Midland Counties Publications, Unit 3 Maizefield, Hinckley Fields Trading Estate, Hinckley, Leics. LE10 1YF. Additional distributors in other countries would be most welcome.

**SMALL AIR FORCES OBSERVER** (USPS 439-450) is published quarterly for \$12.00 per year by the Small Air Forces Clearing House, 27965 Berwick Dr., Carmel, CA 93923. Publication entered at Carmel Valley, CA 93924. **POSTMASTER:** send address changes to Small Air Forces Clearing House 27965 Berwick Dr., Carmel, CA 93923.

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**LOST MEMBERS:** Anyone knowing the whereabouts of the following 'lost' SAFCH members please inform the editorial office (last known address included): Eric Stoutenburg, Ft. Carson, CO; Curtis Marzolf, Bulverde, TX; E. Tronn, Montreal, PQ Canada; Alain La Pierre, Maracay, Venezuela; Michael Parr, Prince George, B.C. Canada; Richard Harrison, Stroudsburg, PA; Ellis Estes, Alexandria, VA. Gary Lepinski, Minneapolis, MN; Andrzej Lesicki, Poznan, Poland; Ludoric Lamouroux, Montry, France; Renald Gravel, Quebec, Canada; Scott Fraser, Sidley, BC, Canada. Miguel Angel Sanchez Ruiz, Mexico.

**COVER COMMENTS:** Pentti Manninen, of Finland, sent information on the Finnish VL R.29 Ripon IIF expanding on the article by Nils Treichel which appeared in SAFO #86. Pentti's article, which begins on page 88, is introduced by the cover photo showing the Hornet-engine test aircraft 'RI-132' at Kasinhanta Seaplane Base in August of 1931. Note the aircraft has the original high rudder.

**PHOTO PAGE:** The article on the Spanish Air Force Catalina, featuring a photo of '74-21' on the cover, appeared in SAFO #84. In response to this article, Paul Whelan (SAFCH #553) provided the two photos of this same aircraft before the codes were applied. The photos appear on page 74.

**ESTATE SALE:** Many of these books, magazines, and decals remain. All magazines on non-aviation subject are now free; you just pay postage. Aviation magazines are \$0.50 to \$1.00; soft-bound books \$1.00 to \$5.00; hard-bound books \$5.00 and up (there are some excellent books remaining). Many excellent decals remain. Send \$1.00 (or two IRC) and a legal-size SASE for list of magazines, books, and decals.

### -wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-

"Would anyone have a chart or illustration (or even be able to draw one from experience, indicating the colors) of AEROFLOT rank titles in Russian and the corresponding rank insignia for each title of administrative officials, flight deck officers, and cabin and ground crews? From what I understand all Aeroflot personnel had insignia of rank, but I can find no solid information. Can anyone help?" Jack Kowalski (SAFCH #1529), 2 South 412 Gray Ave., Lombard, IL 60148, USA.

"I am looking for decals for the Beaufighter in Dominican Republic service. I understand that decals for the Dominican Air Force were produced by a Polish company, but I don't know which one. I am also interested in decals for Romanian Air Force roundels. Can anyone provide information on the source for these decals?" Siegfried Poppel (SAFCH #949) Hochgernstr. 20, D-83224 Grassau, Germany.

"I am seeking information on the Tupolev Tu-14 'Bosun' including color schemes, interior drawings, and photocopies of pictures of the plane. I am willing to pay for the cost of copies and postage." Charles Euripides (SAFCH #1286), 4508 Willow Croft Court, Charlotte, NC 28226, USA.

## AUSTRALIA

**AUSTRALIAN PLASTIC MODELLERS ASSOCIATION** (APMA, PO Box 51, Strathfield, NSW 2135; 4 issues sea mail A\$27; air mail A\$30). 2/98 (28 pages) "Odd Bods and Invaders #1: NA O-47" 1/2 page with side-view drawing. "Colourful Australian Tails" one page including fin colors of RAAF Halifax & Lancaster. "IAR 80 Again" 2 pages including side-view drawing of Juno-powered IAR-80. "Curtiss H75A-1, GCI/5, Armee de l'Air, 1940" 1/2-page side-view drawing. "Flying Floating French: Part 2" 4 pages with 20 side-view drawings (Potez 542, NAA.57, Bloch MB.151, Dewoitine D.510, Nieuport-Delage NiD 633, Loire 210, Vought V-165F Vindicator, Dewoitine D.376, Potez 25TOE, Potez 631, Loire et Olivier C.30, Gourdou-Lesseure 834HY, Loire 130, CAMS 37.11, Besson MB.411, Loire-Nieuport LN.401, Morane-Saulnier MS 230, Caudron C.365 Simoun, Dewoitine D.520, & Morane-Saulnier MS 406). "Gannet Update" 1/2 page with side-view drawing of RAN aircraft. "Down Under Diesel" 2 pages including a page of drawings of civil Ju-86 in Australia. "Lockheed PV-2 Harpoon" 2 pages on converting the Ventura into a Harpoon including 3-view 1/72-scale drawing and 2 side-view drawings (Portugal & Brazil). "The Eduard Sopwiths - Addendum" one page with 2 drawings of early Tabloids. "The Great APMA Colouring Competition - The Payoff" 7 pages with six 3-view drawings of imaginary paint scheme of Hawks for such things as the ARAF (Australian Republic AF). "Ryan STM" 2 pages including table of difference among versions and 2 side-view drawings (Dutch and RAAF). "Stranger in a Strange Land" one page including 4-view drawing of Fw-190A-3 in RAF markings. "A Timely Update" 3-page follow up on a 1975 APMA article on the Avro 547 triplane with Qantas including 4 photos and a 2-view drawing. 3-98 (28 pages) "Front Cover" 3 pages including 2 photos and a 3-view drawing of a Fw-190 in colorful USAAF markings. "RAF Bomber Command" 6 pages including a table listing all known kits of a/c used by Bomber Command. "Qantas Prodigal" one page with 2 side-view drawings of a DC-3 in Qantas markings. "Sea Vixen TT.2" 3 pages including 2 pages of drawings of markings carried by 'XS587' of Flight Refuelling Ltd. "Zero Times Six" one page with 6 side-view drawings of A6Ms. "Flying Floating French, Part 2" one page with 3 side-view drawings (Caudron Goeland and Latecoere 290 & 298). "Flying Floating French, Part 3: L'Aeronavale de l'Armistice July 1940 - November 1942" 3 pages including Aeronaval units and equipment September 1940 and late 1942, and 7 side-view drawings (Potez 63.11, Latecoere 298, MS.230, Dewoitine D.520, Loire 130, Martin Maryland. & LeO 451). "Kangazelle: Part 3" 1/2 page with a side-view drawing. "Far from Dull Drones" 2 pages with one page of drawings of colorful F-104 drones. "Odd Bods and Invaders: No. 2 - The Mystery Marauder" 2 pages including a side-view drawing of a USN JM-1 Down Under. Aussie Canberras" 4 pages including 6 side-view drawings.

## BELGIUM

**KIT** (IPMS Belgium, c/o Michel Willot, dreve de Champagne 14, B-1190 Bruxelles; 4 issues US \$25 in cash, International Postal Money Order for 900 BF. #109 1/1998 (36 pages) "T-6 Harvard Sud-Africain" 8 pages including 9 photos of the model, one color photo of the a/c, and a 2-page color 4-view drawing. "Convair F-102A et F-106A" 7

pages including 5 photos of the model and 10 side-view drawings (all USAF).

## BRAZIL

**EM ESCALA** (IPMS Brazil, Rua Lucidio Lago, 457/206 - Meier - Rio, RJ, CEP 20780-020. Subscription is \$10.00, but they prefer kits or accessories. Send to Antonio Pereira Linhares at the above address.) #88 1998 (16 pages) "Perfil e Detalhes: He 112" one page with sketches of interior details. "SB-17H na FAB" 2 pages including 3-view drawing. "Consolidated Commodore" 3 pages on the Commodore in Brazilian military service including 1/72-scale 3-view drawing of an FAB machine. "Bomba Voadora V1" one-page cutaway drawing of V-1.

**REVISTA FORCA AEREA** (Action Editora Ltda, Av. dos Americas 3333 Sala 817, Barra da Tijuca, Rio de Janeiro - RJ, Brazil. CEP: 22631-003. R \$ 4.80 each.

Ano 3 N# 11 (108 pages) Photos: Chilean Cessna O-2A, Caravan, and F-5E. "Skyhawk: O Novo Jato da Marinha" 8 pages including 7 photos (New Zealand, Argentina, Singapore, Malaysia, & Kuwait). "Missoes do Casa 212 Aviocar da Forca Aerea Uruguia na Antartida" 6 pages including 4 photos. "Na Mira dos Linceos" 18 pages including 15 photos of Brazilian Navy Lynx. "Fracasso na Baia dos Porcos" 16 pages including 10 photos (T-33, B-26, & Sea Fury), map, 3 color side-view drawings (B-26, Sea Fury, & T-33), and tables. "O Mini-Hercules" 10 pages including 4 photos and a 2-page cutaway drawing. "O Voo do Phoenix" 10 pages including 7 photos and color side-view drawings (EMB-111). "A Modernizacao does F-5E/F de Cingapura" 8 pages including 6 photos. "Cobra" 10 pages including 8 photos (Turkey & Taiwan).

## CANADA

**RANDOM THOUGHTS** (IPMS Canada, Box 626, Stn. B, Ottawa, Ontario K1P 5R7; 6 issues for US \$24.00 in US \$26.00 elsewhere). 25/6 (24 pages) "Focke Wulf Fw-190A8/U1/N" a 3-page reprint of article from IPMS Italy on night-fighter including a page of scale drawings and 2 side-view drawings. "The Fleet Model 50K Freighter" 3 pages including scale 3-view drawing and 3 side-view drawings. "The Macchi M.18" 3 pages including 3 side-view drawings (Swiss, Italian, & Paraguayan) and a review of the 1/72 Denko Resin kit. "Eduard 1/48 Tempest V" 6 pages including 2 photos of models and 2 pages of sketches for detailing and modifying kit to either a Mk II or Mk VI.

**AERO PLASTIC KITS REVUE** (Vydavatelství Model Hobby Press, ul. 1. máje 11, 709 00 Ostrava-Mar. Hory, Czech Republic. 6 issues \$33 surface or \$45 air.)

#53 zari 1996 (76 pages) "Experimentální verze letounu MiG-19" (2 cast) 9 pages including 6 photos and 3 pages of scale drawings [MiG-19SU/SM-50, SM-12/3, SM-12PM, MiG-19PU (SM-52), & SM-12PMU]. "Fairrey Firefly" 10 pages including 11 photos, a cutaway drawing, 2 pages of scale drawings (Mk.1), 4 color side-view drawings, and two color 4-view drawings. "12. letecká armáda USA" (4 cast) 7 pages including 13 photos and 11 color side-view drawings (B-25J, A-20B, 2 B-26B, A-26C, Beaufighter VI, & 5 P-47D including one Brazilian). "Vojenské letectvo Egypta v letech 1980

az 1996" 9 pages including 9 photos, one color 2-view drawing (Mirage 5E2), and 17 color side-view drawings (Mirage 5SDE, Mirage 2000EM, F-16A, F-16D, F-4E, L-59E Albatros, C-130H, EMB-312 Tucano, Alpha Jet E, Beechcraft 1900C, DHC-5 Buffalo, E-2C Hawkeye, CH-47C, 2 SA-342K Gazelle, Commando Mk.2, & SH-2F Seasprite). "British Aerospace (HS.1182) Hawk T.1 a T.1a" (2 cast) 9 pages including 13 photos, one-page 3-view scale drawing (Mk.60), one-page cutaway drawing, one color side-view drawing, and one color 5-view drawing. "Flying Officer Jozef Mensik" 3 pages including 5 photos. "MiG-21MA c.2614: Nejstarsi 'jedenadvacitka' v cs. letectvu" 5 pages including 7 b&w and 5 color photos of the oldest MiG-21 in Czech service. "Cessna L-19 Bird Dog" (2 cast) 5 pages including 9 photos and a one-page scale 3-view drawing (OE-2). "North American FJ-1 Fury" 5 pages including 4 photos, a one-page scale 4-view drawing, one color side-view drawing, and one color 4-view drawing.

#54 rijen 1996 (76 pages) "Korzari nad Suezem" 6 pages on French Corsairs at Suez including 6 photos, a one-page scale drawing of the F4U-7, and 3 multi-view color drawings. "Ctvrťková kobra kralovska z MPM" 2-page review of the MPM kit of the P-63C including 7 photos of model. "Firefly" (2. cast) 9 pages including 11 photos, 4 pages of scale drawings (Mk.4, AS.7m & Mk.9), and 3 multi-view color drawings. "MiG-19 v Ceckoslovensku" 5 pages including 9 photos, cutaway drawing, and 3 multi-view color drawings. "EMB-312 Tucano" (1. cast) 7 pages including 7 photos, a 2-page multi-view scale drawing, and 3 multi-view color drawings (Brazil, Argentina, & France). "Curtiss SC-1 Seahawk" 4 pages including 4 photos, a one page scale drawing, and 2 mutiview color drawings. "Avia B.534 sutazne" 5 pages including 9 photos of model and 2 pages of 1/72-scale drawings of 1st series B-534. "Vojenske letectvo Syrie 1948-1996" (1. cast) 6 pages including 4 photos and 12 side-view color drawings (T-6; Fiat G.55, G.59, & G.46; Spitfire 22; L-29 Delfin; Meteor 8 & 13; and Mig-17F, -19S, -21F, & -21FL.)

#55 listopad 1996 (76 pages) "Vojenske letectvo Syrie 1973-1996" (2. cast) 6 pages including 3 photos and 12 side-view color drawings (MiG-21bis, -23MS, -25P, & -29; Su-20, -24MK, & -7UM; SIAT 223 Flamingo; SA Gazelle & Super Puma; and Mi-17 & -24D). "Japansky sturmovik z Ostravy" 3 pages review of Pavia's kit of the Randy including 11 photos of the model. "Fokker Dr.I" 9 pages including 10 photos, 3 pages of scale multi-view drawings, and 7 multi-view color drawings. "Cinske verze devatenasetky" 8 pages on Chinese version of the MiG-19 including 4 photos and 4 pages of 1/72-scale multi-view drawings. "Shorts S.312 Tucano T.1 a Embraer EMB-312H Super Tucano" 8 pages including 12 photos, 2 pages of 1/72-scale multi-view drawings, and 3 multi-view color drawings (RAF, Kenya, & Brazil). "Izraelsky hrbac" 5 pages on modeling the Israeli F-16D 'Barak' including 9 photos of model, a page of 1/72-scale drawings, and a multi-view color drawing. "Fairrey Firefly" (3. cast) 6 pages including 15 photos and 5 side-view color drawings (Ethiopia, Thailand, Denmark, Netherlands, & RAN). "Spitfire Mk.XIV" 4 pages including 3 photos, a one-page multi-view scale drawing, and 3 multi-view color drawings (Belgian & RAF). "Se soudruhy v raji" 6 pages on WWI Russian ace Kozakov including 6 photos and 3 multi-view color drawings (M-S G & L, and Nieuport IX).

#56 prosinec 1996 (76 pages) "Grumman Avenger" 11 pages including 8 photos, cutaway

drawing, a 2-page multi-view 1/72 scale drawing of TBF-1C, 7 multi-view color drawings. "Vojenske letectvo emiratu Katar 1969-1996" 6 pages including 8 photos and 11 side-view color drawings (Hunter FGA.78 & T.79; Mirage F-1DDA & F-1EDA; Alpha Jet; SA Gazelle; and Westland Commando. "Pres Salamounovy ostrovy azk Rabaulu" 5 pages including 6 photos and 5 side-view color drawings of USMC Corsairs. "Se soudruhy raji" (2. cast) 7 pages including 9 photos and 4 multi-view color drawings (Nieuport IX, 17, & 23 and Spad A-4). "Sikorsky R-4" 4 pages including 6 photos, a one-page multi-view scale drawing and 3 multi-view color drawings. "Captain David McCampbell" 6 pages including 10 photos and 5 side-view color drawings (F3F and F6F). "BAe Hawk Mk 50/60" 5 pages including 6 photos and 4 side-view color drawings (Finland, Indonesia, Saudi Arabia, & Abu Dhabi). "Finnish Hurricane podruhe" 3 pages including 6 photos of the model and a one-page 4-view scale drawing of markings of 'HC-465'. "Devatenactky cinske vyroby" one page with 3 multi-view color drawings of Chinese-built MiG-19

## DENMARK

NYT (IPMS Denmark, c/o Bjorn Jensen, Rosenvaegets Alle 6, 2100 Kobenhavn 0; 4 issues for 90 Dkr surface, 100 Dkr airmail). Each issue includes a two-page English summary.

#79 (40 pages) Nothing of aviation interest.

#80 (40 pages) "DH84 Dragon og DH90 Dragonfly ved Haerens Flyvertropper" 5 pages including 5 photos and 2-pages of 3-view drawings. "Nordic Arados" 4 pages (in English) on Ar-196 in Finnish, Norwegian, and Swedish service including 2 photos of Norwegian a/c and a 2-view drawings of Swedish a/c.

## ENGLAND

The Catalina News (Joan Watts, 24 Batts Hill, Reigate, Surrey RH2 0LY, England. www.killer-cat.demon.co.uk)

#39 September 1998 (24 pages) "Cloak and Dagger Catalinas: A History of 628 Squadron" 5 pages including 3 photos. "Catalina Kit Enhancements" 3 pages.

IPMS MAGAZINE (Ernie Lee, 51 Ball Road, Hillsborough, Sheffield, South Yorkshire S6 4LZ, 6 issues for £20.00 (US subscription agent: Wise Owl Publications, 4314 West 238th St., Torrance, CA 90505; since exchange fluctuates write Joe for current rates).

4/98 (48 pages) "Curtiss SB2C-4 Helldiver" one-page review of Monogram kit. "Air Sea Rescue" 3 pages on building the Airfix kit including 8 photos of the model. "Dornier's Flying Pencil" 8 pages on combining the fuselage of the Airfix Do-17E with the wings of the Monogram Do-17Z to produce a Do-17P and then using the Monogram fuselage and Airfix wings to do a Do 215B including 7 photos, 6 side-view drawings (all Luftwaffe), scale drawings, and sketches.

PLASTIC KIT CONSTRUCTOR (PAMAG (Publications) Ltd., 3 Lowfield Court, Old Forge Business Park, Sark Road, Heeley, Sheffield, S2 4HG; 4 issues £18.00. In USA/Canada order from J.J. Daileda, 4314 West 238th St., Torrance, CA 90505; since exchange rates fluctuate write Joe for current rates).

#54 Summer 1998 (40 pages) "The New Airfix Lightning Kits in 1:48 Scale" 6 pages including 13 photos of the model (Editor's note: At first, I thought these were photos of the full-scale a/c.)

"Airline Modelling" 2 pages on building the vacuform civil Vimy in 1/144 scale. "Hawker Tempest Mk.1" 2 pages on converting the Smer kit using the Ventura conversion kit. "Spartan 7W Executive" 2-page 1/48-scale 6-view drawing. "Two Corsairs in 1:72" 2-page review of the Hasegawa and Italeri kits. Kit reviews: Avro Shackleton, He 114B, Fiat G.55S, Bf 109G-10, Ju 88 A-4 Torp, Buckingham, Ka-29, F2V-1 Sea Dart, KC-10A & Tornado ECR, DeH Dove, Percival Sea Prince, NH-90, I-15bis, Albatros C.III, Pfalz D.XII, Siemens Schuckert D.III/IV, Wibault 282. Me 163S, Macchi C.200, Sea Harrier FA2.

INSIGNIA (Blue Rider Publishing, 43a Glasford St., London SW17 9HL, UK.) 4 issues £24.00 surface mail worldwide; £26.00 air mail USA/Canada; £28.00 Australia/Japan. IMO, Mastercard/Visa/Access, or US currency notes. Add £5.00 if paid by dollar cheque.

#9 August 1998 (36 pages) Photo: Georgian AF Mi-8. Side-view drawing Macedonian AF Mi-8. Table: Aircraft on the Federation of Bosnia-Herzegovina and Republika Srpska Air Force March 1997. "Chaco War - Other Types" 4 pages including multi-view drawings (Paraguayan Consolidated Model 21-C, MS-35, SM-59, Travel Air 6000, and Bolivian MS-35). "Danish Naval Air Service" 4 pages with 13 photos (Donnet-Leveque flying boat, Avro 504K & N, Danecock, Nimrod, Wal, H.E.8, and Dantrop). "Meindl/van Nes A-VII(M7)" 5 pages including 4 photos, 3 multi-view drawings, and 2 side-view drawings of a/c in Ethiopian markings. "Costa Rican P-51D Mustang" one page with 2-view drawings and decals. "Serial Systems: No. 1 - Portuguese Navy" 3 pages including one photo (Grumman G-21B) and table of serials. "Air Force Insignia: No. 12 - Portugal" 2 pages including 5 photo (Caudron C.3, Martinsyde Buzzard, Breguet 14, & Fury) and a page of insignia in color. "DAR Aircraft Production" 6 pages including 6 photos and 4 multi-view drawings (DAR-2, DAR-3 prototype, DAR-3 Garvan III, & DAR-4). "Air Force Insignia: No.13 - Mexico" 2 pages including insignia in color. "Lithuanian Aviation: 1997-98" 2 pages including 6 color photos (Yak-55, Piper PA-38, Yak-52, An-2, PZL-105, & Yak-24) and 4 drawings of variations of the National Guard insignia in color.

QUARTER SCALE MODELLER (QSM, Athena Books, 34 Imperial Crescent, Town Moor, Doncaster, South Yorkshire DN2 5BU, England. Subscription: 12 issues £50.00 Europe, £55.00 Rest of World. Credit cards accepted.)

#14 July 1998 (40 pages) "Midway Part 3" 3 pages including 7 photos on converting Tamiya's F4F-4 into a F4F-3 of VMF-221. "The Spitfire comes of Age: The Mk.21" 4 pages on using the Airwave conversion set or kit bashing the Airfix and Academy kits including 16 photos of models. "Let's Cut some Cake" 2 pages on modeling 'Sailor' Malan's Spitfire I including 4 photos of model. "Spitfire on Floats" 6 pages including 15 photos of model and a page of scale drawings. "Sugar Baker Charlie" 8 pages modeling the Classic Airframes kit of the SBC-4 including 27 photos of model. "South West-Asian Beaus" 3 pages modeling an RAAF Beaufighter including 8 photos of model. "Miniature Warbirds: P-38J 'California Cutie'" 3 pages including 10 photos of model.

#15 August 1998 (40 pages) "British Aerospace Harriers" 9 pages including 7 photos of real thing and 12 photos on building a T.10. "Warhawk" 6 pages on modeling 3 P-40Ns: RNZAF (3 photos), RAAF (5 photos), and RNEIAF (4 photos). "Min-

ature Warbirds: 60th Anniversary Spitfires" 3 pages including 5 photos of real things and 7 photos of models. "Midway: Part 4" 5 pages on building models of the SBD-3 (5 photos) and Aichi D3A-1 Val (6 photos). "Wasp's Nest" 3 pages including history of the unit and 7 photos of a model of one of their Me 410. "Pearl Harbor Defenders" 3 pages on modeling Lt's Brown's P-36 (4 photos) and Lt. Taylor's P-40B (6 photos). A letter the E13A1 from the cruiser Torm that played such an important role in the Battle of Midway.

#16 September 1998 (40 pages) "The P-43 Lancer" 6 pages on modeling the Classic Airframes kit including 12 photos and 4 side-view drawings of USAAF a/c. "Improving the Eduard Eindekker" 2 pages including 4 photos and sketches on modifications. "Havoc Down Under" 7 pages including 11 color photos of model and 9 side-view drawings of RAAF a/c. "Midway: Part 5" 3 pages including 6 photos of a model of Fujimi's B5N2 Kate. "K5054's Colours" a 3-page analysis of the colors applied to the prototype Spitfire including 9 photos of the real thing.

SEVENTY-SECOND SCALE MODELLER (S3M, "Hillside", 20 Allendale Road, Hoyland, Barnsley, South Yorkshire S74 9AP, England. Subscription: 12 issues £50.00 Europe, £55.00 Rest of World. Credit cards accepted.)

#2 July 1998 (40 pages) "Ancient Mariner: Fairey's Gannet" 5 pages including 13 photos of model and a page of sketches. "A Pair of Wartime Swedes" 3 pages including 6 photos of models (J.22 & Saab 17). "Tank Busting Tiffie" 7 pages on upgrading the Airfix Typhoon including 26 photos of model, a page of sketches, side- and plan-views. "100 Group Halifax" 3 pages including 8 photos of model. "A Bir o' Lace" 3 pages including 8 photos of model and 3-view drawing of famous B-17. "The Sopwith Snipe 7F1" 2 pages including 4 photos. "Tools and Techniques" 3 pages on "strutting and rigging" the Maurice Farman MF-11 including 7 photos of model.

#3 August 1998 (40 pages) "Finland's Fighting Dutchman" 7 pages on updating the PM kit including 17 photos of model and 1/72-scale, 4-view drawing. "The British Pacific Fleet" 8 pages including 9 photos, 2-view drawing of Corsair, and 4-view drawing of Firefly. "Modelling aircraft of the British Pacific Fleet" 4 pages including 8 photos and 2-view drawing of Corsair. "Marauder Mods" 4 pages including a page of scale drawings of differences and 9 side-view drawings (USAAF, RAF, SAAF, & French AF). "Hack a Wackett" 6 pages on scratch building a CAC Wackett including 10 photos of model, 2-view scale drawing, and a page of drawings of color schemes for Wacketts in RAAF and Dutch East Indies AF markings

#4 September 1998 (40 pages) "Modelling the BPF Seafire IIIs using the AIRgen parts" 8 pages including 21 photos of model and 11 side-view drawings. "First to Fight" 3 pages on updating the Encore PZL P-11c including 10 photos of model. "Armstrong Whitworth Siskin IIIA" 3 pages including 7 photos of model. "Boston Mods" 6 pages on casting resin parts to convert the Airfix Boston III into a French DB-7 and a Soviet A-20G including 13 photos of model, sketches of details, and 6 side-view drawings. "Hernandez the Helicopter" 2 pages on finishing the Escl UH-1D as the helicopter used by the Falklands Islands Government Air Service. "Firefly Trainer" 2 pages including 3 photos of model. "Swift FR.5" 2 pages on correcting the Testor's kit using Airkit Enterprise conversion including 4 photos of model and sketches of needed modifications.



**IPMS-MALLARI** (IPMS Finland, PL 798, 00101 Helsinki 10; 6 issues \$20.00, no check accepted due to the high redemption costs).  
**#125 3/1998** (16 pages) Nothing of aviation interest.

## FRANCE

**Air Zone, Le Nouveau Mensuel de l'Air!** (Air Zone, BP n.49, 28210 Nogent-le-Roi, France. A one-year subscription for 9 regular issues and two special issues is 405FF. Payment preferably by check drawn in FRF on a French bank, by draft or postal giro.) Each issue contains book and kit reviews and a one-page summary in English.  
**#22** (52 pages) "Ciao Bibi!" 9 pages on retirement of the Swiss Mirage III including 15 photos. "Exercice Odax 98" 8 pages including 21 photos (Spanish F-18 & CASA 212, French E-3F, Moroccan Mirage F1, and Italian Harrier & PD 808). "Cooperative Jaguar 98" 2 pages including 5 photos (Polish Su22, Lithuanian Mi-8 & An-26, Latvian L-410, and Swedish AJS 37). "Champagne: Le Retour" 6 pages including 12 photos French Mirage 2000). "Et Dix de Der" 4 pages including 8 photos of French F-8P Crusaders.  
**#23** (52 pages) Photos: Greek F-16 '146', Austrian Alouette III. "Hercules et Plus Encore!" 12 pages including 24 pages of USAAF C-130. "Rencontre SAR-98" 4 pages including 9 photos (Polish Sokol, Italian HH-3F, and German Puma, Do 228, H-34, Pembroke, & Sea King). "Ciao Bibi!" 16 pages including 33 photos of Swiss Mirage IIIs and a table of individual a/c. "Svenska Marinflyget" 8 pages including 15 photos (Vertol 44, Boeing-Vertol 107, Agusta-Bell 206, CASA 212M, Piper PA-31, & Cessna 404), map, and table of all individual a/c. "Les ailes militaires de Lituanie" 7 pages including 15 photos (Mi-2, L-39, L-410, An-2, An-26, & Mi-8), map, 5 photos of unit insignia, and order of battle.

**JETS: Toute l'Aeronautique Moderne** (39 rue A. Briand, 62200 Boulogne Sur Mer, France. 420F for 12 issues).

**#31 Juillet 1998** (52 pages) "Guidimakha 98" 8 pages including 18 photos (Senegal Alouette III, Turbo Dakota, Rallye Guerrier, & Fokker F-27 and Mauritanian Harbin Y-12 (license-built Islander?). "Mohawk sur la Selva" 7 pages including 14 photos and one color side-view drawing of Argentine OV-1. "Monographie: OV-1" 9 pages including 11 photos, 3 side-view drawings, and 2-pages of sketches of details. "le Cero 306: 1951/1965" 6 pages including 12 photos (T-28 & 475). "L'Enosa" 7 pages including 10 photos of MS 760 & N 262).  
**#32 Aout 1998** (52 pages) "Le JAS 39 Grippen" 11 pages including 13 photos, a 2-page cutaway drawing, and a 2-page, 1/72-scale, multi-view drawing. "La Force Aerienne Congolaise" 10 pages including 32 photos (T-6 & T-28, DH Dove & Heron, Fouga Magister, Sikorsky S-41, and C-47). "Les Mirage M.III dans la Force Aerienne Argentine" 8 pages including 14 photos. "L'Aviation Navale Russe" 6 pages including 13 photos (Su-27 & Yak-38).  
**#33 Septembre 1998** (52 pages) "La Force Aerienne du Koweit: Cinq Ans Apres" 10 pages including 23 photos (F/A-18, Lightning, Hunter, Strikemaster, Skyhawk, Hawk, Mirage F1CK, Tucano, Gazelle, Puma, Whirlwind, & Super Puma). [Editor's note: Most of the photos in SAFO #83 reappear here, but in color.] "Les GR.Mk.7 et T.Mk.10" 5 pages including 10 photos. "La Force

Aerienne Congolaise" (2eme partie) 8 pages including 18 photos (B-26 Invader, Vertol H-21, T-6, & T-28) and a color side-view drawing (B-26). "F9F Panther & Cougar en Argentine" 11 pages including 11 photos, a 2-page cutaway drawing, and a 2-page 1/72-scale multi-view drawing. "L'Aviation Navale Russe" 8 pages including 13 photos (Ka-10, Ka-15, Mi-14, Su-27K, Su-25UTG, MiG-29, Ka-27), and 2 color side-view drawings (Su-27).

**AVIONS: Toute l'Aeronautique et son Histoire** (39 rue A. Briand, 62200 Boulogne Sur Mer, France. 420F for 12 issues).

**#64 Juillet 1998** (52 pages) "Retros du Mois" one page with 2 photos of Romanian Potez XV & 63-11. "Les Fairey IIIIF de l'Aviation Navale Argentine" 3 pages including 8 photos. "Le Chasseurs Sikorski" 10 pages including 16 photos, color cover painting, and a 3-page, 1/72-scale, multi-view drawing of the S-16. "Du NA-16 au T-6" 5 pages including 16 photos of USAAF and French a/c. "Les Avions de Boysson" 6 pages including 8 photos [Farman F 110, Boysson A3 (Japanese), and CPA 1]. "Les Gladiator Lithuaniens" 3 pages including 7 photos.

**#65 Aout 1998** (52 pages) "Retros du Mois" one page with two photos (He He 45 & He 46). "Ansaldo AC.2, 3 et 4: Les Dewoitine Italiens" (1ere partie) 5 pages including 16 photos. "Le Bombardier Moyen Stratospherique NC 150" 8 pages including 15 photos and a 3-page, 1/100-scale, multi-view drawing. "Jean Morvan, pilote a la Spa-163 et dernier chasseur victorieux de la Grande Guerre" 5 pages including 9 photos. "Le terrain de Reims-Champagne Septembre 1939 - Mai 1940" 10 pages including 21 photos (mostly Hurricanes) and color cover painting.

**#66 Septembre 1998** (52 pages) "Les premiers avions Henry Potez" 7 pages including 27 photos (VII, VIII, & IX) including Bulgarian and Serbian VIII. "L'hydravion MBR-2" 9 pages including 18 photos, color cover painting, and a 2-page 1/72-scale multi-view drawing. "Les oublies des Antilles" 8 pages on the a/c stranded on Martinique by the Fall of France in 1940 including 17 photos (Curtiss SBC, CW.75, Stinson 105, and Brewster 339B). "Les Gladiator Egyptiens" one page including 2 photos. "Ansaldo AC.2, 3 et 4: Les Dewoitines Italiens" (2eme partie) 4 pages including 11 photos and a one-page 1/72-scale multi-view drawing.

## GERMANY

**MITTEILUNGEN** (IPMS Germany, Bergengruenstrass 5-7, D-1000 Berlin 38; 12 issues DM 60.00 Europe, DM 65.00 USA, DM 70.00 Japan, DM 75.00 Australia).

**3/98** (40 pages) "Artur Tubel" 6 pages including 9 photos and a 2-page 3-view drawings of his Bf 109 G-6.

## ITALY

**IL NOTIZIARIO** (IPMS Italy, CP 182, 41100 Modena Ferrovia; one year 50,000 Italian Lira in Europe or US \$50.00 overseas).

**1-1998** (32 pages) "Agusta Bell AB.205 BG" 4 pages including 8 photos and 2 pages of scale drawings with marking and camouflage information. "Tipi minori aerei Tedeschi nella Regia Aeronautica" 8 pages including 11 photos and 4 pages of drawings of camouflage and markings (Ju 88 A4, Ju 88 A14, Do 217 J1, Bf 110 G5, & Fi 156 C2). [Editor's note: Text is provided, but the drawings are omitted by error for: DFS 230, Go 242, Ar 96, & Ju 87. Maybe these will appear in the next issue?]

**JP-4** (JP-4, CP 1550, 50100 Firenze; L 27.000 Europe, L 30.000 elsewhere).

**#4 Aprile 1998** (100 pages) Color photos: Argentine TA-4AR 'C-32A' and Somalia P.166DL-3 (unmarked). "32° Stormo" 4 pages including 2 color side-view drawings (G.91R/1A & AMX-T).

**#6 Giugno 1998** (100 pages) Color photos: Singapore F-16D '638', Argentine Su-29 'AC103', Japanese F-2 '004', and Israeli MiG-21/2000 'IAI-304'. "Acrobazia di precisione" 4 pages on 'Swiss PC-7 Team' including 10 photos. "Torna la Schneider" 2 pages including 4 color side-view drawings (RC3-2, M39, S 6B, Piaggio P.7, & MC 72). "72° Stormo" 4 pages including 2 color side-view drawings (AB.47J & NH-500E). "1968: Sao Tome" 7 pages on the Biafra relief effort including 10 photos and a table of aircraft lost. "Slovakie Letecke Museum" one page including 4 photos of a/c displayed out in the open exposed to the weather.

**#8 Agosto 1998** (100 pages) "Starfighter al Capolinea" 6 pages including 12 photos of Chinese F-104. "31° Stormo" 4 pages including 2 side-view color drawings (DC-6 & DC-9). "Guardia Civil" 4 pages on the Costa Rican 'Vigilancia Aerea' 5 photos (Mi-17, Piper Navajo, DHC Caribou, Cessna 206, & MD 500E).

## NETHERLANDS

**MODELBOUW IN PLASTIC** (IPMS-Nederland, PO Box 40082, NL-8016 DB Zwolle). Now with English captions and summary.

**2/98** (36 pages) "Spitfire Mk.Vb Tropical" 2 pages including 4 photos of the model. "Technieken om 'blank metal' ann te brengen" 8 pages including 17 photos of models. "Met de Lockheed P3 Orion op patrouille boven de Noordzee" 5 pages including 19 photos of details. Photos: Dutch Do-24K and CW-21B Demon/Interceptor.

## USA

**WWI AERO** (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$30.00 USA or \$30 overseas).

**#161 Aug 1998** (148 pages) "George Spratt & the Wrights" 17 pages. "S.F. Cody" 6 pages including 6 photos. "Evolution of the Curtiss Pusher: Part V(d) Models D & E, Curtiss School Machines" 18 pages including 14 photos. "The Shipboard Catapult" 8 pages including 6 photos. "Berlin's Johannisthal Airfield: The Farewell Salute" 5 pages including 9 photos. "Drawings" Thomas-Morse S-2C and Heinrich 1909 Monoplane.

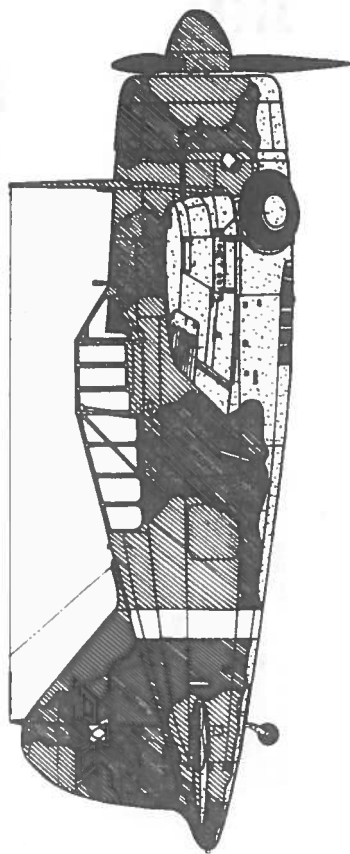
**SKYWAYS** (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$30.00 USA or \$30.00 overseas.).

**#47 Jul. 1998** (84 pages) "The Cal Poly Designs, 1927-1931" 17 pages including 26 photos, 3 scale 3-view drawings, and 2 side-view drawings. "Aeromarine Model AMC Commercial Flying Boat: First All-Metal Hull Flying Boat" 7 pages including 6 photos and a 3-view drawing. "A Short History of French Fighter Airplanes, 1918-1934: Part 3" 12 pages including 11 photos, five 3-view drawings (Bernard 20, Spad 91, Dewoitine 27, Bernard 74, & Ni-D 122), and many tone drawings, most with plan views (Spad 13, 20, & 81; HD 3; Ni-D 29, 42, 62, 622, & 629). "The Variable Camber Wing Reassessed: Aeromarine's Modified Messenger" 4 pages including 7 photos. "The Welsh Monoplane" 9 pages including 7 photos, a 2-page multi-view scale drawing, and a table of all Welch a/c. "Cockpits: Fokker F-32" one page including 2 photos. "Breese-Dallas Model 1" 5 pages including 5 photos.

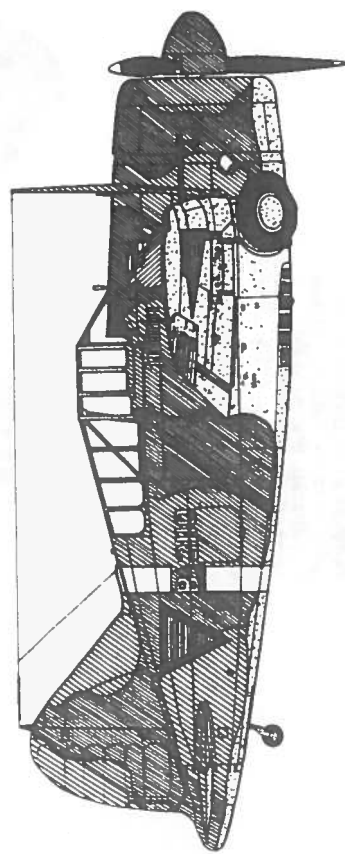
# Buffalos Abroad

## Part 1

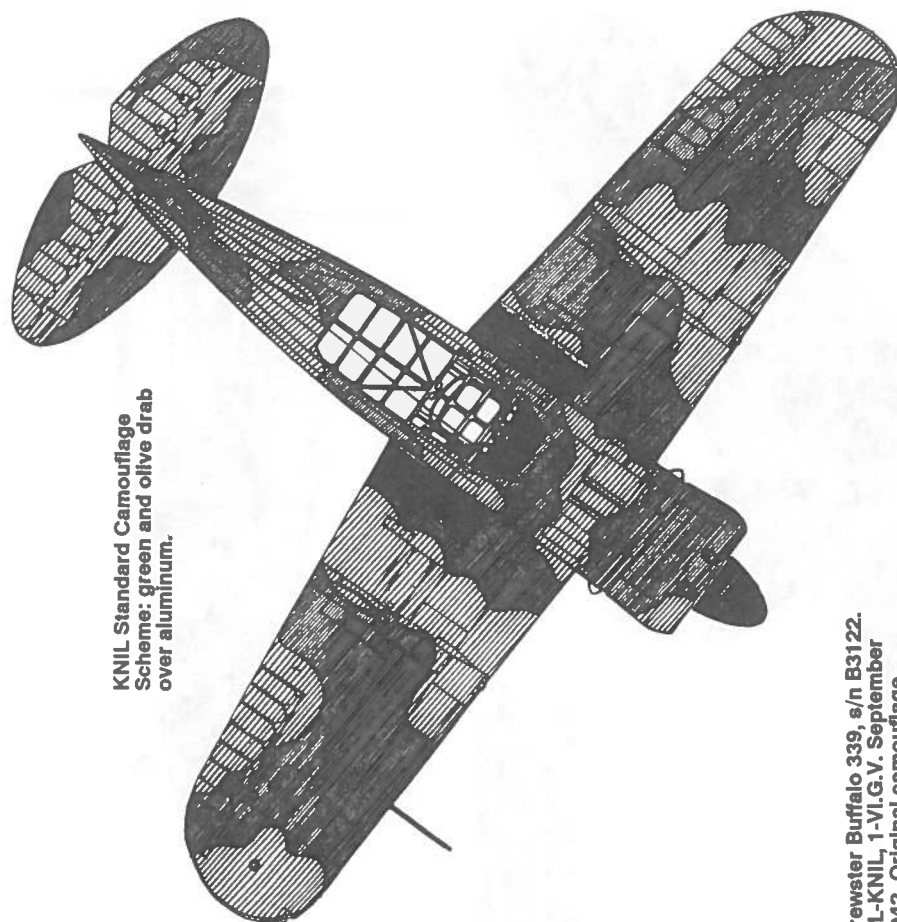
Hubert Cance



Brewster Buffalo 339C, s/n B3110, ML-KNIL (Netherlands East Indies Army Air Corps). Early 1942 in Singapore. Pilot: Kapt. J.P. van Helsdingen, Commander of the 2-VLG-V. 10 Victories Killed in Action (7 March 1942). White band for the Cooperation with the RAF.

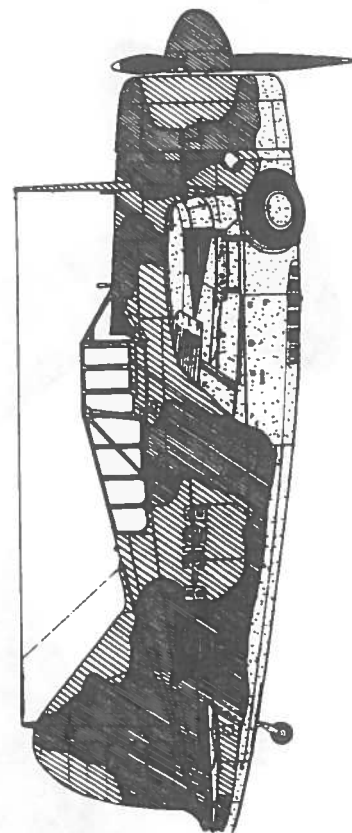


Brewster Buffalo 339C, ex ML-KNIL. Captured by the Japanese and tested at Tachnikawa Army Air Force Base, Japan.

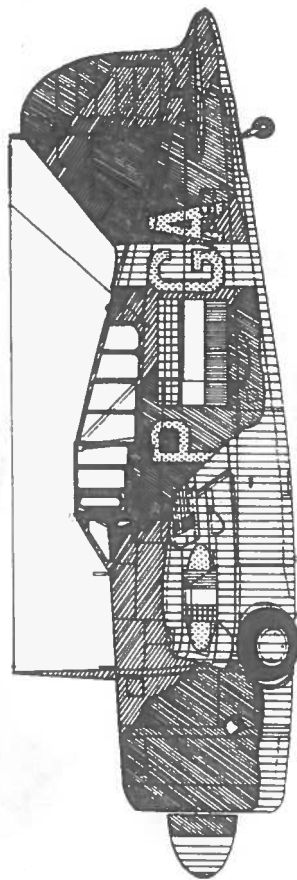


KNIL Standard Camouflage Scheme: green and olive drab over aluminum.

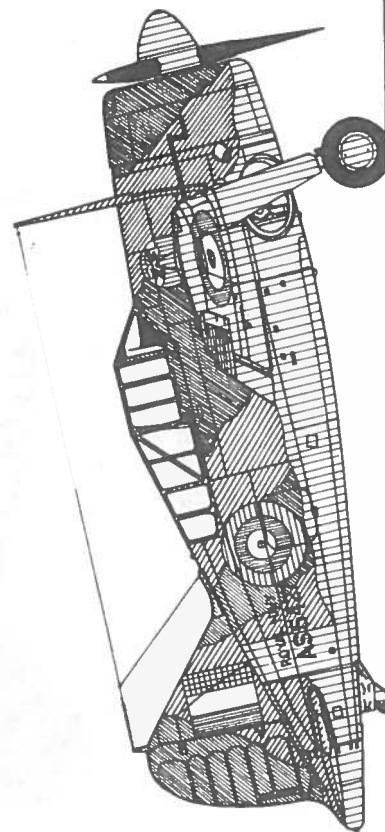
Brewster Buffalo 339, s/n B3122. ML-KNIL, 1-VI.G.V. September 1942. Original camouflage scheme. Note that on all ML-KNIL aircraft, the serial number was painted on the leading edge of each wing outside of the undercarriage position.



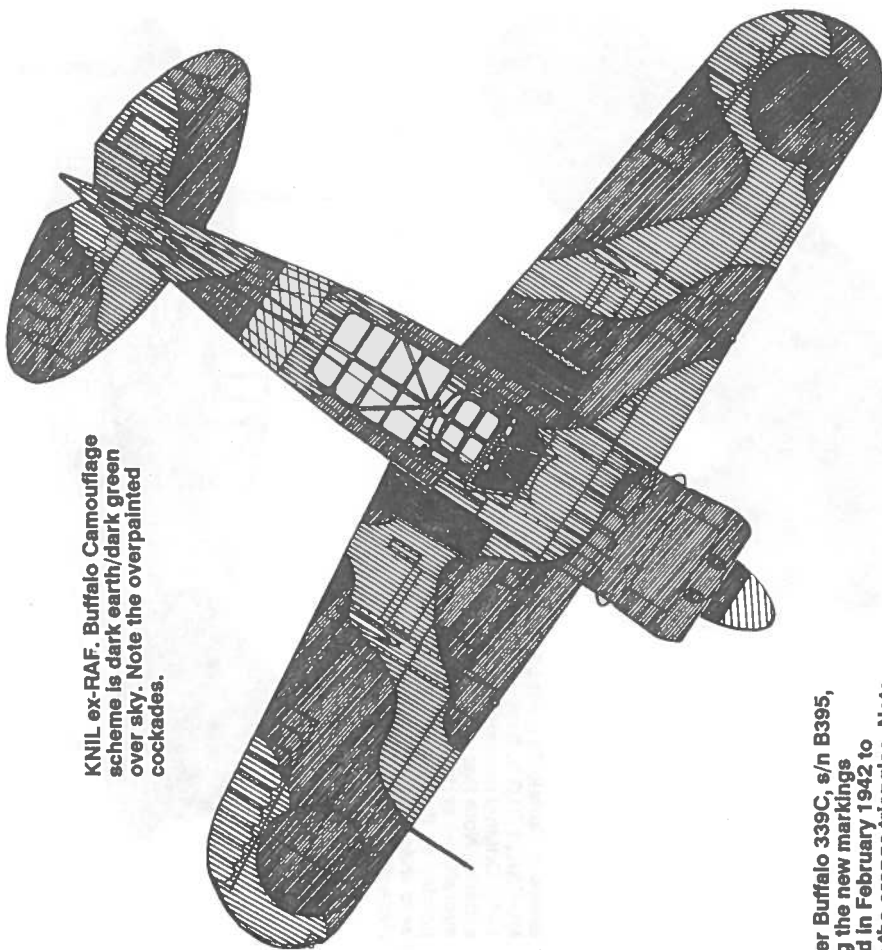
Brewster Buffalo Mk.I, s/n W8143, ex-RAAF 21 Squadron. Relinquished to the KNIL to replace lost aircraft. Standard RAF camouflage with overpainted cockades and fin flash. Andir Airfield 1942.



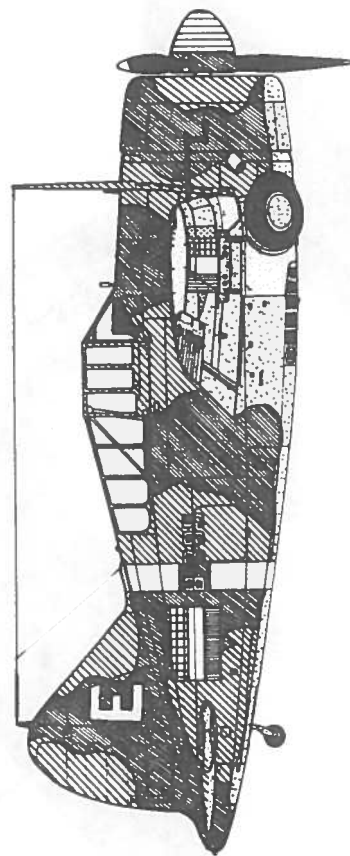
Brewster Buffalo 339, s/n AS-427, 805 Squadron FAA (Fleet Air Arm) Royal Navy, March 1941. Note the badge showing two palm trees over a yellow dune on blue sky with a white cloud; trunks are ochre and leaves green. Under-side sky overall.



KNIL ex-RAF. Buffalo Camouflage scheme is dark earth/dark green over sky. Note the overpainted cockades.

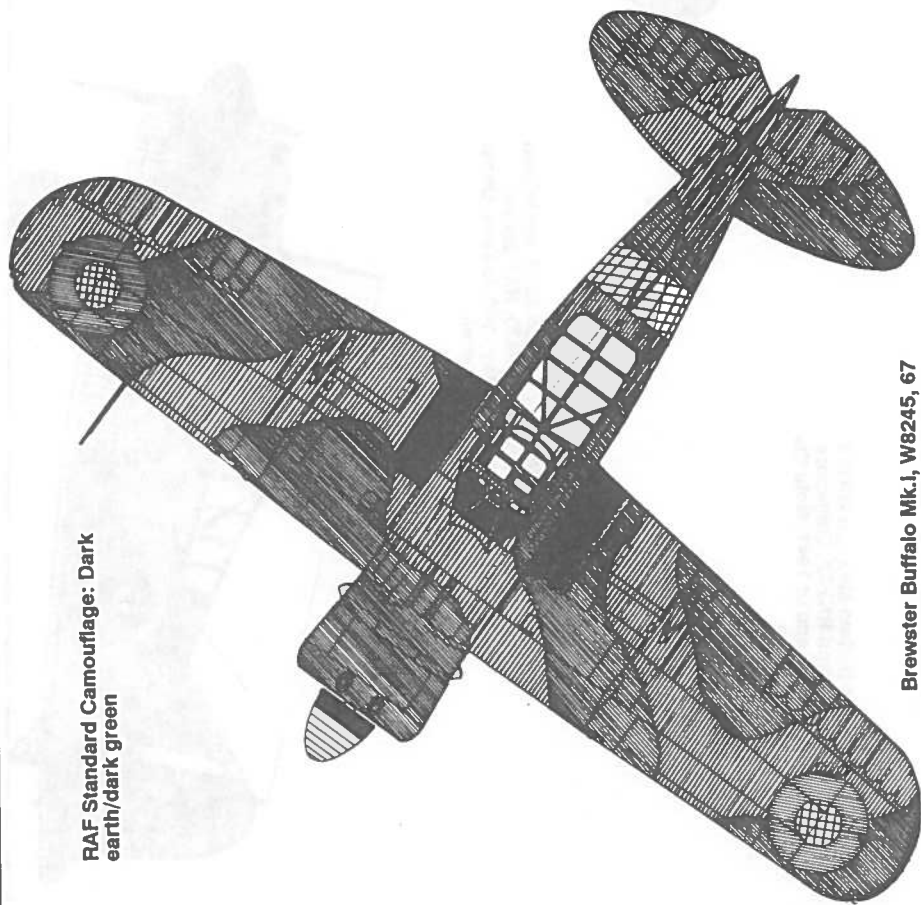


Brewster Buffalo 339C, s/n B395, wearing the new markings adopted in February 1942 to replace the orange triangles. Note the RAF spinner. Andir Airfield.

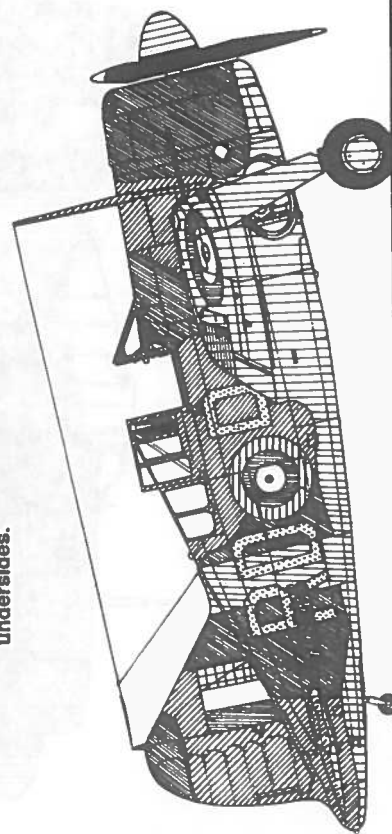




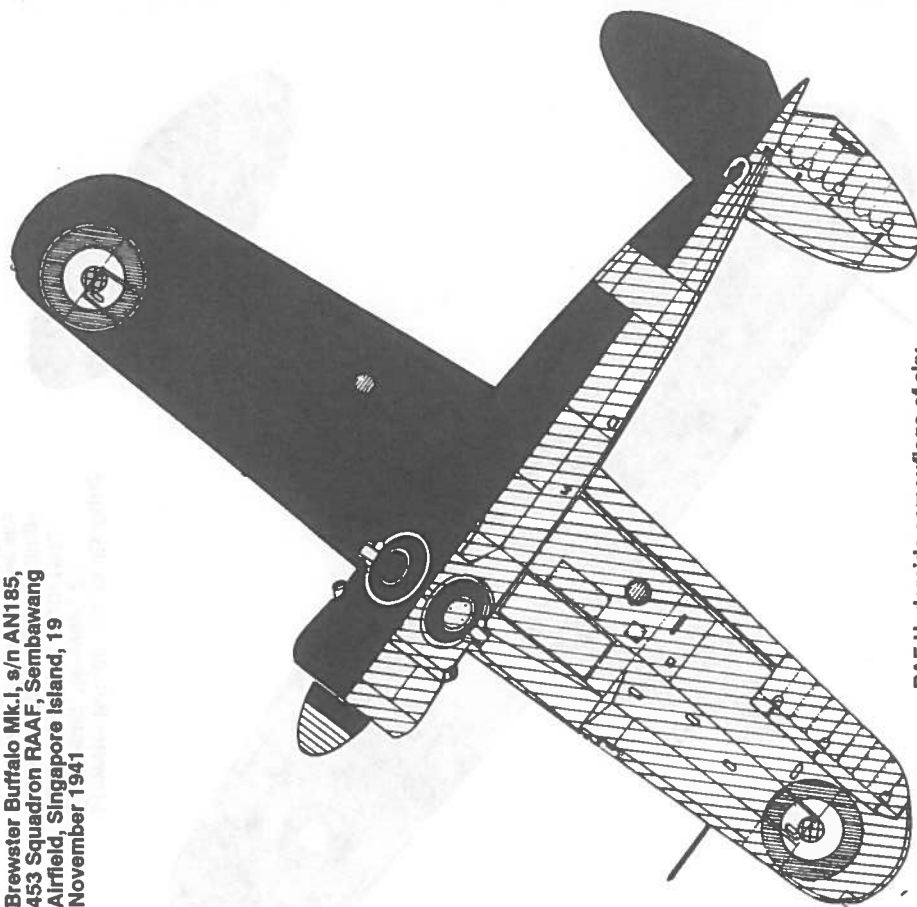
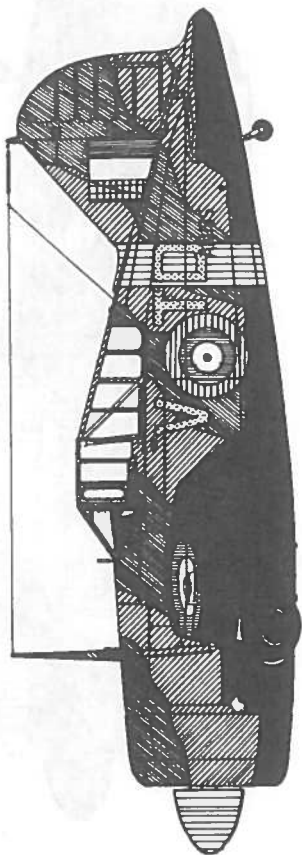
RAF Standard Camouflage: Dark  
earth/dark green



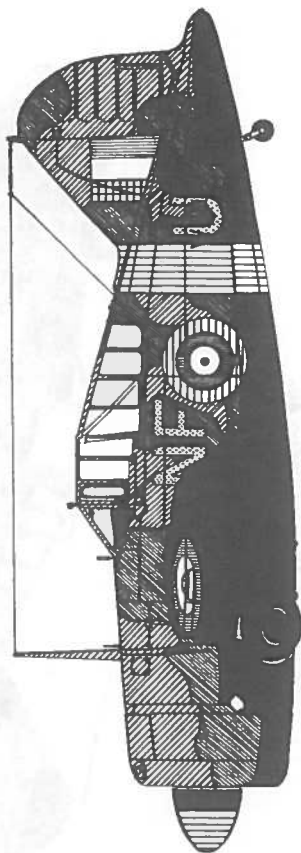
Brewster Buffalo Mk.I, W8245, 67  
Squadron RAF, Mingaladon Air-  
field during the defense of Ran-  
goon, November 1941. Note the  
white outlined s/n. Sky and black  
undersides.



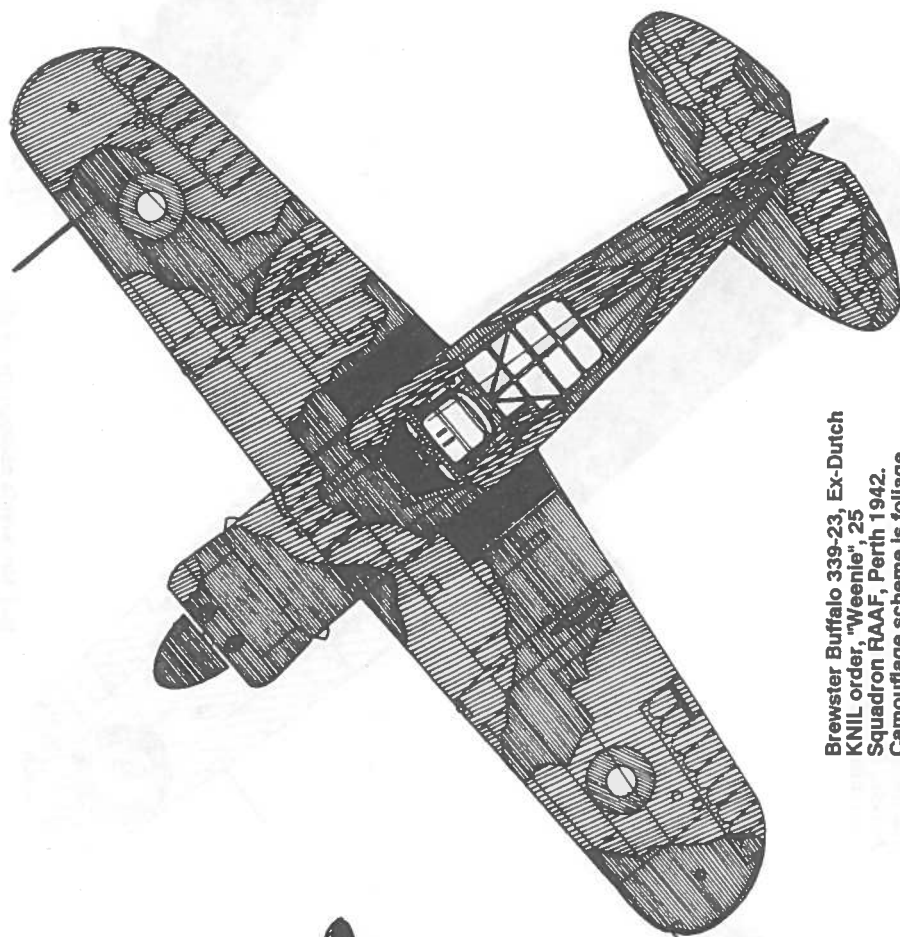
Brewster Buffalo Mk.I, s/n AN185,  
453 Squadron RAAF, Sembawang  
Airfield, Singapore Island, 19  
November 1941



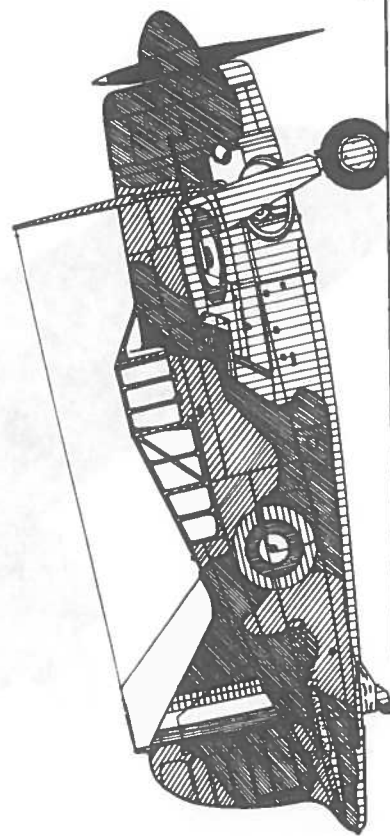
RAF Underside camouflage of sky  
and black



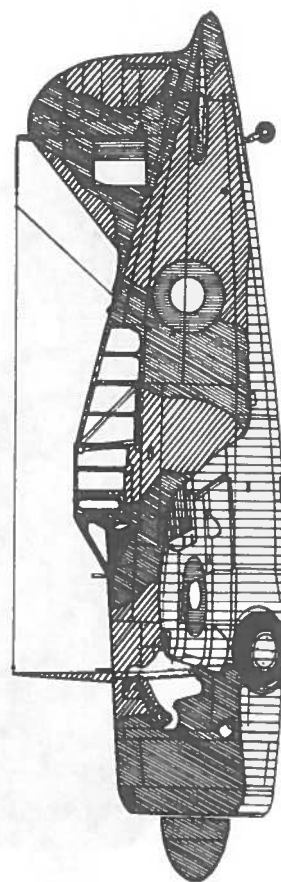
Brewster Buffalo Mk.I, s/n W8198, 488 Squadron RNZAF, Singapore Island, circa end of 1941. Note the car-style mirror

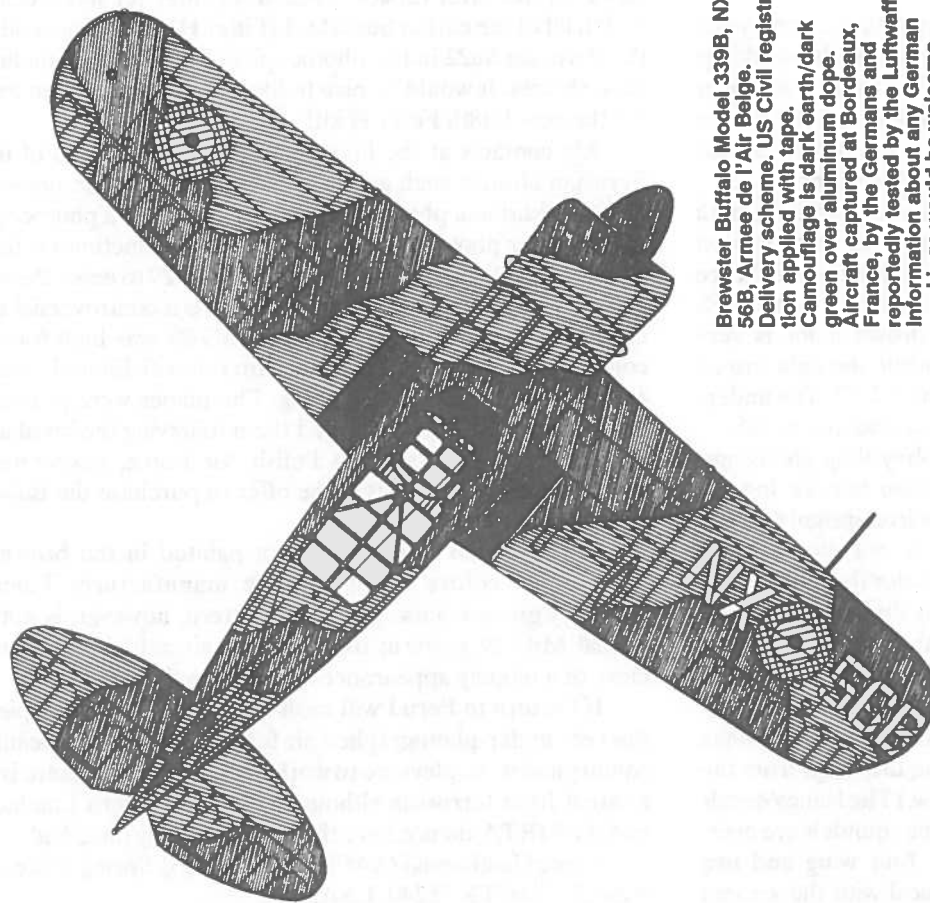


Brewster Buffalo 339-23, Ex-Dutch KNIL order, "Weenie", 25 Squadron RAAF, Perth 1942. Camouflage scheme is foliage green and dark earth over sky blue. White personal markings.

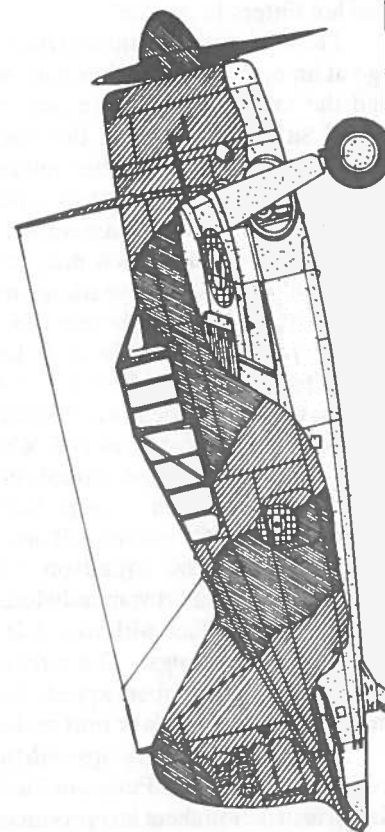


Brewster Buffalo 339B, ex-Belgian order, s/n AS430, RAF deliver scheme, May 1940, Europe. Under-sides sky overall.





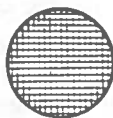
Brewster Buffalo Model 339B, NX-56B, Armee de l'Air Belge.  
Delivery scheme. US Civil registration applied with tape.  
Camouflage is dark earth/dark green over aluminum dope.  
Aircraft captured at Bordeaux, France, by the Germans and reportedly tested by the Luftwaffe. Information about any German markings would be welcome.



Insignia Yellow  
FS 33538



Insignia Orange  
FS 32473



Insignia Red  
FS 30109



Dark Blue  
FS 35044



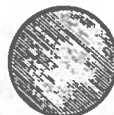
Medium Blue



Sky Blue  
FS 35622



Dark Earth  
FS 30118



Dark Green (RAF) FS 34079  
Foliage Green (RAAF) FS 24092  
Green (ML-KNIL) FS 34092



Olive Drab  
FS 34087



Aluminum Dope



Medium Sea Grey  
FS 36270

Original scale plans are available from the author for A3 plates \$2.00 and A4 plates \$1.00. All plates are available on Bristol card at twice the price. Write for full catalog.

Hubert Cance (SAFCH #809), 56  
Bd. E. Lintilhac, 15000 Aurillac,  
France.

## Peruvian Adventures

Vince Gostkowski

My travels permit me the opportunity to visit many of the local aviation museums and to talk with local aviation aficionados. In a trip to South America, I met some enthusiasts at a hobby shop in Lima, Peru, who had excellent photos of Peruvian Air Force aircraft from which I made color photocopies of the Su-22 and of the first MiG-29 to enter service. My very limited grasp of the Spanish language was no handicap since most of the fellows at the shop spoke reasonable English.

Photos of FAP (Fuerza Aerea del Peru) aircraft are quite difficult to obtain; military secrecy is strongly enforced there. The fellows at the shop indicated that even photos of venerable gate guardians are oftentimes off limits. They told the story of a local modeler who had displayed a model of a MiG-29 complete with detailed interior at a recent local model show. The authorities were appalled by the detailed instrument layouts, etc. in the cockpit and questioned the modeler regarding his sources. He, of course, referred them to the myriad of reference material now available on Soviet aircraft.

The Su-22 are a legacy of our former eanut farmer president's altruistic attempt to embargo military equipment for Latin America. The Su-22 replaced F-86F in the ground interdiction role in 1979/80. They were used in the most recent 1995 border clash with Ecuador over the disputed northeastern border region. To my knowledge, the only published photos of Peruvian Su-22 are the photos of Peruvian early model Su22 Fitter F taken from a civilian airliner window during an emergency landing at a military air base. The photos have been published many times including Squadron/Signal publication 'Sukhoi Fitters In Action'

The hobby shop photos of the Su-22 were taken 5 or 6 years ago at an open house and provide more detail on the markings and the camouflage pattern and color. The aircraft are later model Su22M1/3 Fitter H that had supplemented the earlier Su22 Fitter F shown in the published photos. (Peru is also reportedly operating the latest version Su22M4 Fitter K.

The brown and tan camouflage colors are common in both sets of photos. The Czech magazine, Zlinek, in an article on Su-22 Fitter D/F several years ago noted the Peruvian Air Force upper surface colors as brown (FS 20117) and light brown (FS 20400). My contacts indicated that the brown color is very similar to Humbrol #110 Natural Wood while the light brown or tan is close to Modelmaster Middle Stone #2052. The undersides are Light Ghost Grey (FS 36375) Modelmaster #1728.

The markings on the aircraft in the hobby shop photos are quite interesting with a large Sukhoi design bureau logo, a stylized Cyrillic 'Cy' on the tail and a squadron insignia on the nose. Detail of the squadron insignia is not clear in the photocopies. The Peruvian redwhitened tricolor flag is shown on the upper tail surface with roundels on only the upper port and lower starboard wings. The aircraft numbering system is not evident although numbers appear beneath the tricolor on the tail and perhaps on the lower port and upper starboard wings.

I checked these markings with the decals provided by Kanga from the Ukraine for Peruvian Su-22. (The drawings from the Kanga instruction sheet is reproduced below.) The Kanga decals are interesting, but apparently incorrect. The roundels are oversized with six roundels provided for the four wing and two fuselage positions. Quite remarkably, a decal with the ancient

Peruvian Nazca Frigata aerial-line bird marking is provided for the tail. My contacts indicate that native Indian symbols have never appeared on Peruvian military aircraft. (Perhaps, a comment on the societal strata in the country.)

Accurate decals for Peruvian Su-22 would be a welcome addition to the range of markings for this much well traveled warbird. Decals in both 1/48th and 1/72nd scale abound for Su-22 other operators ranging from Afghanistan and Angola to East Germany (DDR), the Czech Republic and Poland (both PRL and RP).

In the last few years an explosion of 1/48th and 1/72nd Su-22 model kits has taken place to add to the earlier not-too-good models of the Fitters D and E from Hobbycraft. Both Bilek of the Czech Republic (marketed through Italei) and Pantera of Poland have produced excellent 1/72nd kits of various versions of the Su-22. A kit of the trainer version (Fitter G) has recently been released by Bilek while Pantera has listed for release this year two versions of the Su-20 (Fitter C). (It is not a well-known fact that the Su20 in Polish service were armed with tactical nuclear weapons to thwart a German; i.e. NATO, invasion.) Unfortunately, the Libyan Air Force Su-22M-2 Fitter J models shot down by the US Navy in August 1981 in the Gulf of Sidra used an alternate shorter, fatter Tumanskii jet engine in place of the more standard Lyulka power plant. The corresponding shorter, fatter fuselage would require major revisions to the model molds and it is unlikely that a new model kit in addition to the kit offered by Griffon in the 80s will be forthcoming.

KP of the Czech Republic has supplied an excellent 1/48th model of the latest version Su-22M-4 (Fitter K) and recently a 1/48th kit of the earlier Su-22M-3 (Fitter H) (the same model as the Peruvian Su22 in the photocopies) has appeared on hobby shop shelves. It would be nice to have accurate Peruvian decals for the new 1/48th Fitter H kit!

My contacts at the hobby shop also had photos of other Peruvian aircraft such as the Mirage 2000 but time prevented getting additional photocopies. I was able to get a photocopy of a newspaper photo of President Fujimori (sometimes referred to in Peru as Buzzymori) with the first MiG-29 to enter Peruvian service. The acquisition of the MiG-29 is a controversial issue in Peru. The purchase cost of the MiG-29 was high for what could be considered as third hand aircraft with limited airframe and engine service life remaining. The planes were purchased from Belarus who had inherited them following the breakup of the Soviet Union. Even the Polish Air Force, desperate for modern equipment, refused the offer to purchase the Belarusian MiG-29.

The Peruvian MiG-29 are not painted in the brown/tan camouflage colors but retain the manufacturer Fulcrum grey/grey green colors. The color pattern, however, is not the typical MiG-29 pattern; the Peruvian aircraft pattern having more of a blotchy appearance as shown in the photo.

If I return to Peru I will most assuredly get more copies of this very under-photographed air force. Peru is a very beautiful country and it is a pleasure to work with the people. There is still a threat from terrorists although the SL (Sendero Luminoso) and the MRTA do not have the clout that they once had.

Vince Gostkowski (SAFCH #293), 5631 Spring Valley Rd. #293, Dallas, TX 75240, USA.







# Serial Numbers of RF-84F in U.S. Allies Service

## Part 4: Norway and Turkey

W. Yip

### Royal Norwegian Air Force

Royal Norwegian Air Force received 19 RF-84Fs between 4/56 and 1/57. They were brand new from the factory ordered by the U.S. for MDAP. In 1958, 4 more ex-USAF RF-84Fs were shipped to Norway but these RF-84Fs were immediately transferred to the French Air Force. A little later in the same year, a reverse transfer took place with 3 RF-84Fs delivered from France. Between 6/58 and 8/58, 3 more RF-84Fs were delivered. One was an ex-USAF RF-84F, one was brand new from MDAP and one was from the French AF. In 1963, the Royal Norwegian Air Force took delivery of the last batch of 6 RF-84Fs from the French AF. In all, 31 RF-84Fs were in service with the Royal Norwegian Air Force (excluding the 4 that were transferred to France after delivery). They all served with 717 skvadron (squadron). Royal Norwegian Air Force applied its own code to the RF-84Fs which was "T3" followed by a single letter. T3 was the squadron code for 717skv and the single letter which followed was the code of the individual aircraft. In 1962, the squadron code of 717 skv was changed to "AZ". The initial paint scheme was in bare metal finish with the Royal Norwegian Air Force Code painted near the nose section of the fuselage and the USAF serial on the tail fin. Later on, greyish blue camouflage was applied to the upper surface. The under surface was painted white. In 1970, the RF-84Fs were replaced by the RF-5As. Some RF-84Fs were preserved and some were shipped back to the U.S.

RNoAF	USAF	Version	Remarks
T3-A	51-17047	RF-84F-26-RE	
T3-B	51-17048	-26-RE	
T3-C	51-17049	-26-RE	w/o 12/58
T3-D	51-17050	-26-RE	
T3-E	51-17051	-26-RE	w/o 12/56
T3-F	51-17052	-26-RE	w/o 4/58
T3-G	51-17053	-26-RE	
T3-H	51-17055	-26-RE	
T3-I	51-17057	-26-RE	w/o 11/57
T3-J	51-17058	-26-RE	
T3-K			NOT USED
T3-L	52-8747	-36-RE	
T3-M	51-17044	-26-RE	
T3-N	51-17045	-26-RE	
T3-O	51-17056	-26-RE	
T3-P	51-17046	-27-RE	
T3-Q	52-8754	-36-RE	w/o 3/59
T3-R	52-7389	-31-RE	w/o 10/56
	52-7353 (Note3)	-26-RE	
T3-S	52-8745	-36-RE	w/o 8/59

Note3: 52-7389 was originally assigned T3-R. When it crashed in 10/56, it was replaced by 52-7353 which was assigned the same code.

Four more RF-84Fs were delivered in 2/1958 but were immediately transferred to French AF. They were ex-USAF machines.

RNoAF	USAF	Version	Remarks
Note4	52-7234	-20-RE	to French AF in 1958
Note4	52-7248	-20-RE	to French AF in 1958
Note4	52-7252	-20-RE	to French AF in 1958

Note4 52-7253 -20-RE to French AF in 1958

Note4: Royal Norwegian AF codes were not applied to these RF-84Fs.

In 4/1958, 3 more RF-84Fs were delivered from French AF.

RNoAF	USAF	Version	Remarks
T3-E(Note5)	52-8724	-36-RE	ex French AF 33-XB
T3-I(Note5)	52-8729	-36-RE	ex French AF
T3-F(Note5)	52-8734	-36-RE	ex French AF 33-DT

Note5: These codes were reused after the original aircraft were written off.

Between 6/1958 and 8/1958, 3 more RF-84Fs were delivered.

RNoAF	USAF	Version	Remarks
T3-T	51-11271	-15-RE	ex-USAF RF-84F
T3-K	52-7352	-26-RE	MDAP brand new from factory
T3-U	52-7322	-26-RE	from French AF

In 1962 the squadron code was changed from "T3" to "AZ". T3-A became AZ-A, T3-O became AZ-O and so forth. However, for those that were written off before 1962, specifically T3-C, T3-Q and T3-S, the corresponding AZ-C, AZ-Q and AZ-S codes were not used. These codes were reused when the final batch of 6 RF-84Fs was received from French Air Force in 1963.

New RNoAF	USAF	Old RNoAF
AZ-A	51-17047	T3-A
AZ-B	51-17048	T3-B
AZ-C		(not used)
AZ-D	51-17050	T3-D
AZ-E	52-8724	T3-E
AZ-F	52-8734	T3-F
AZ-G	51-17053	T3-G
AZ-H	51-17055	T3-H
AZ-I	52-8729	T3-I
AZ-J	51-17045	T3-J
AZ-K	52-7352	T3-K
AZ-L	52-8747	T3-L
AZ-M	51-17044	T3-M
AZ-N	51-17045	T3-N
AZ-O	51-17056	T3-O
AZ-P	51-17046	T3-P
AZ-Q		(not used)
AZ-R	52-7353	
AZ-S		(not used)
AZ-T	51-11271	T3-T
AZ-U	52-7322	T3-U

In 1963, the final batch of 6 RF-84Fs were delivered from French AF.

RNoAF	USAF	Version	Remarks
AZ-C	52-7319	-26-RE	ex-33-NF
AZ-Q	52-7325	-26-RE	ex-33-NU
AZ-S	52-7332	-26-RE	ex-33-NT
AZ-W	52-8721	-36-RE	ex-33-NC
AZ-X	52-8723	-36-RE	ex-33-NQ
AZ-Y	52-8731	-36-RE	ex-33-NB

The Table below summaries all the RF-84Fs in Royal Norwegian AF service, with the code tied-up. Take for example, T3-I. Initially 51-17057 was assigned the code of T3-I. It was written off in 11/57 and 52-8729 was assigned the same

code. After 1962, the T3-I(52-8729) code was changed to AZ-I(52-8729) and it was written off in 9/67.

Old Code	USAF Serial	New Code	USAF Serial
Code		Code	
T3-A	51-17047	AZ-A	51-17047
T3-B	51-17048	AZ-B	51-17048
T3-C	51-17049 (w/o 12/58)	AZ-C	52-7319
T3-D	51-17050	AZ-D	51-17050
T3-E	51-17051 (w/o 12/56)/52-8724	AZ-E	52-8724
T3-F	51-17052 (w/o 4/58)/52-8734	AZ-F	52-8734
T3-G	51-17053	AZ-G	51-17053
T3-H	51-17055	AZ-H	51-17055
T3-I	51-17057 (w/o 11/57)/52-8729	AZ-I	52-8729 w/o 9/67
T3-J	51-17058	AZ-J	51-17058
T3-K	NOT USED	AZ-K	52-7352 w/o 2/65
T3-L	52-8747	AZ-L	52-8747

T3-M	51-17044
T3-N	51-17045
T3-O	51-17056
T3-P	51-17046
T3-Q	52-8754 (w/o 3/59)
T3-R	52-7389 (w/o 10/56)
T3-S	52-8745 (w/o 8/59)

AZ-M	51-17044
AZ-N	51-17045
AZ-O	51-17056
AZ-P	51-17046
AZ-Q	52-7325
AZ-R	52-7353 w/o 2/1964
AZ-S	52-7332
AZ-T	51-11271
AZ-U	52-7322 w/o 9/64
AZ-V	NOT USED
AZ-W	52-8721 w/o 10/65
AZ-X	52-8723
AZ-Y	52-8731.

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### Turkish Air Force

Between 1957 and 1958, 39? RF-84Fs were supplied to the Turkish AF to replaced the RT-33As that were found to be inadequate. (Reference 11 identifies that 41 were transferred to Turkish AF but the author can only identify 39) Of the 1st batch of 37 RF-84Fs transferred in 7/57, 14 were under MDAP and the remaining 23 were ex-USAF RF-84Fs supplied under MAP. The 2nd batch of 2 were also ex-USAF RF-84Fs and were also supplied under MAP in 6/58. They equipped 114 Kesif Filo(Recon Sqdn) and 184 Kesif Filo. Later on, all the RF-84Fs were consolidated to 114 Filo after 20 RF-5As were received and equipped the 184 Filo. In 1972, 114 Filo was renumbered as 113 Filo. 15 RF-84Fs were supplied to Turkish AF after they were retired from the Royal Netherland AF in 1963. It is believed that at least 6 more RF-84Fs were transferred from the French AF also after their retirement. The Turkish AF did not apply its own code and USAF serial #s were retained. They were retired from the Turkish AF in 1976 and were replaced by RF-5As.

1st batch of 37 transferred in 7/57      2nd batch of 2 transferred in 6/58

USAF serial	USAF serial
51-1843 MAP	51-1845 MAP
51-1844 MAP	51-1917 MAP
51-1850 MAP	
51-1851 MAP	
51-1853 MAP	
51-1854 MAP	
51-1855 MAP	
51-1856 MAP	
51-1857 MAP	
51-1860 MAP	
51-1861 MAP	
51-1863 MAP	
51-1864 MAP	
51-1866 MAP	
51-1868 MAP	
51-1872 MAP	
51-1901 MAP	
51-1939 MAP	
51-11251 MAP	
51-11258 MAP	
51-11287 MAP	
51-11290 MAP	
51-11291 MAP	
52-7302 MDAP	
52-7338 MDAP	
52-8733 MDAP	

52-8750 MDAP
52-8757 MDAP
52-8758 MDAP
52-8759 MDAP
52-8760 MDAP
52-8761 MDAP
52-8762 MDAP
52-8763 MDAP
52-8764 MDAP
52-8765 MDAP
52-8766 MDAP

Note 9: This list of RF-84Fs transferred to Turkish AF is slightly different from that shown in Ref 12.

15 more RF-84Fs were transferred to Turkish AF after their retirement from Royal Netherland AF.

USAF serial
51-1890
51-1910
51-1924
51-17000
52-7231
52-7233
52-7239
52-7241
52-7242
52-7243
52-7280
52-7284
52-7286
52-7434
52-7444

It is believed that at least 6 more RF-84Fs were transferred to Turkish AF after they were retired from the French AF.

USAF serial
52-7234
52-7299
52-7301
52-7327
52-7442
52-8722

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# Finnish VL R.29 Ripon IIF

Pentti Manninen

[Author's note: It is always a heart warming occasion noting an article dealing with the Finnish Air Force in a any foreign magazine. Unfortunately this can also be a disappointing experience due to the appearance of mistakes which could be avoided by consulting the more recent research.

In my opinion, most pre-1980 books and articles should be treated with extreme caution - and post-1980 material with due caution. In the case of the Finnish AF, serious research started to come out in early 1980s (all Finnish Military Archive material were opened to the public by 1979, with some exceptions). Also a new generation of historians stepped forward and started to publish their research work.

Before 1979, there was no real intention to overcome this source problem and no will either. The authors were mostly wartime-generation people and were involved in the actions they were describing. They could not write without interfering and merging the story with their own opinions or memories. This is natural and it would have been abnormal to have done otherwise.

Observed against this background, the disinformation written by well-intended foreign and domestic authors becomes understandable. However, eagerness to write historical articles should not substitute the requirement resurvey and cross check sources. Once printed, mistakes tend to become "truth".

The article "Baltic Observer - The VL Blackburn Ripon in Finnish Service" in the SAFO vol 22 #2 (86), July 1998, unfortunately contains several mistakes caused by the use of inaccurate sources. Instead of pointing out all the errors, I decided to write a new story because this way it is easier and should be more understandable to the reader.]

The Finnish Ministry of Defence chose, in September 1928, the Blackburn Ripon to replace IVL A.22 floatplanes. The State Aircraft Factory was allowed to acquire, as a pattern aircraft, a Blackburn T.5D which was serialised as RI-121. In addition to this, an order for 15 locally manufactured floatplane type VL R.29 Ripon IIF was placed with VL. This order was the Series 1 batch with individual aircraft serials allocated as RI-129 to RI-143.

The RI-121 pattern aircraft arrived from Great Britain in September 1929. Delivery of RI-121 was delayed by some 9 months due problems with raw material specification and the manufacturing licence work up. The promised raw-material data and manufacturing drawings arrived over a year after the scheduled date.

The initial batch of 15 VL R.29 Ripon IIF was used to test various equipment fits, most notable the powerplants. The test ships were: RI-129 with a 480-hp Jupiter VI, RI-130 with a 525-hp Wright R-1750 Cyclone, RI-131 with a 525 A-S Panther, and RI-132 with a 525-hp P&W R-1690 Hornet. RI-129's and RI-132's maiden flights were December 4th 1930 and April 10th 1931 respectively.

The General Staff of the Finnish Armed Forces supported the A-S Panther and this order was forwarded to the manufacturer. The Panther was to power the three remaining 1st series VL R.29 Ripon IIF (RI-133 to -135) and all the 2nd series Ripons (RI-136 to -143). Delivery dates were between August 1931 and February 1932. The A-S Panther engine was a temperamental

design and only after a prolonged modification programme by Armstrong Siddeley were the problems sorted out. The A-S Panther was generally regarded as acceptable but not an entirely satisfactory powerplant for overwater operations on the single engined Ripon. Therefore, engine testing was so not over and RI-143 was picked as a test ship for the A-S Tiger. However, this engine was rejected as unsuitable and was not used to replace the Panther.

Imitating the British example, the Finnish Air Force became interested in Bristol Pegasus II as a possible Ripon powerplant. Two test aircraft RI-121 and -129 were re-engined with 610-hp Pegasus II's. Extensive testing by VL and Air Force Test Flights gave excellent results and the 3rd series VL R.29 Ripon IIF was to be powered by Pegasus II. This lot of RI-150 to -159 was delivered between March and September 1934 with the exception of the RI-159. RI-159 was used to test the inline Hispano Suiza 12 Nbr (and five other engines) which gave equal level speed but reduced rate of climb because of its significantly greater weight. Externally, the aircraft of this 3rd series were similar to the British Blackburn Baffin, but they had widened undercarriage track and a rudder of smaller area.

The VL R.29 Ripon IIF was of traditional mixed construction consisting mainly of wood. The fuselage was in three units; steel engine mounting, steel tubular center section (just the short area between wings) with metal covering, and a tie-rod braced wooden rear section (actually from and including cockpit to tail post) with plywood covering.

The single-bay fabric-covered main planes were constructed with spruce spars and ribs, metal compression struts between spars, and steel interplane struts. Wings folded back for storage for which the rear spars were hinged and the wing had flexible covering over the hinge and inner corners of the trailing edge.

The Ripon could be fitted with a wheel undercarriage (it was this configuration that was mostly used during the Continuation war) or with skis. In its early service years, the Ripon mostly operated on Blackburn-designed metal floats with metal fittings.

Armament varied, and both Vickers, Lewis, and Finnish L-33 machine guns were used. A bomb load of 500 kg or two 200-kg depth charges could be carried. Torpedo tests were made, but the racks were soon removed and no torpedo-attack capability remained. This is not surprising since there were no air-dropable torpedos in the Finnish inventory. The torpedo racks were later reinstalled to carry the ventral cylindrical cargo pannier. For cargo work, a special fitting in the observers cockpit (fixed to the gun ring) enabled the Ripon to carry one complete propeller with all blades attached.

The VL R.29 Ripon IIF used the standard 1934 style serial system: RI- prefix and individual number. Displayed under the tail plane was the manufacturers designation "R.29" and under this the number designating the order in the production run (e.g., RI-129 was R.29 No.1, RI-130 R.29 No.2, and so on until RI-159 which was R.29 No.25). RI-121 was without any R.29 designation since it was an original Blackburn product. So in all, 25 VL R.29 Ripon IIF and one Blackburn Ripon IIF (T.5D) served in the Finnish AF.

The initial units operating the Ripon were: Sea Flying Station (McLAs) in Helsinki and Merilentoeskaderi (MeLE) at

Turkinsaari. The reorganization in 1933 saw the birth of Flying Stations and Flying Squadrons: LLv 34 and LLv 36 operated Ripons. The January 1938 reorganization disbanded these units, but the Independent Squadron (ErLLv) in Helsinki (with nine RI-) and LLv 14 (with eight RI-) continued operations. By September 1939, LLv 14 had handed all its Ripons over to LLv 16. During the Winter War, LLv 16 and LLv 36 (renamed ErLLv) operated Ripons on general reconnaissance, U-boat patrols, leaflet dropping, bombing, casualty evacuation, and supply operations. After some initial aircraft losses, most operations switched to night, if possible, since daylight was too dangerous for the slow Ripon.

During the interwar period 1940-41, ErLLv and the replacement training squadron T-LLv 17 operated Ripons.

The Continuation War saw Ripons in service with LeLv 15, LeLv 12, and LeLv 6. In addition to these, many units had Ripons as squadron hacks serving as mailplane, cargo carrier, interception targets, and target drogue towing duties.

Of the Finnish Ripons, only RI-140 still survives. It is in reasonably good condition at Vesivehmaa airfield in a hangar and will be included in the Finnish AF Museum collection when money and space allows. RI-140 and the other rare aircraft stored at Vesivehmaa can be viewed during summer months

when the hangar is open for visitors.

Useful reading: Keskinen, Stenman, and Niska, Suomen Ilmavoimien Historia, Vol 16, "Maritime Aircraft"; A.J.Jackson, "Blackburn Aircraft since 1909", Putnam.

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Photos on pages 107 and 108: (All photos via author.)

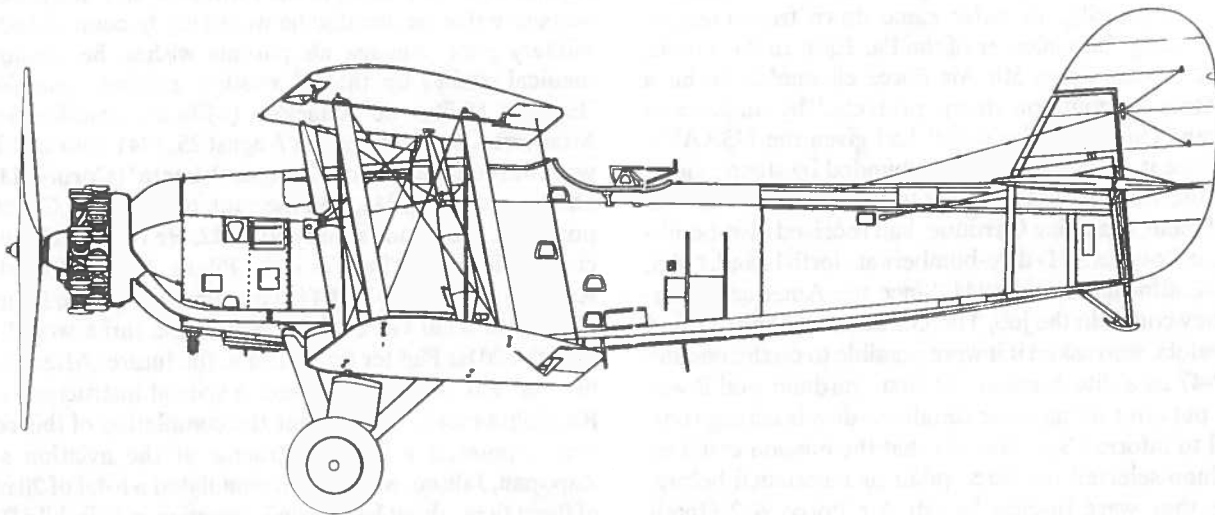
a. RI-156 of LeLv 26 as a mailplane seen at Valamo on Lake Ladoga in March 1944.

b. RI-153 of 4/LeLv 6 over the Sea of Aland in September 1942.

c/d. RI-137 of ISK at Kauhava in the winter of 1940 with striking differences to the previously published camouflage pattern drawing! The national insignia on the wings are three times larger than normal!

e. RI-159 as a H-S 12 Nbr V-12 engine-test aircraft in October 1932 in Helsinki.

f. A poor quality but interesting photo of RI-138 with the cargo pannier in place under fuselage fixed to the torpedo fittings.



#### -miscellaneous-miscellaneous-miscellaneous-miscellaneous-miscellaneous-miscellaneous-miscellaneous-miscellaneous-

##### Esquadrilha da Fumaca 97. CD-ROM.

"Conheca toda a historia destes pilotos que, vem fazendo shows aereos por todo mundo, ha mais de 45 anos. Imagens sensacionais e historias incriveis!" First, let me explain that I know nothing about CD0-ROMs, so I haven't even opened the package. However, unless my lack of knowledge of the Portuguese language is misleading me, this is a pictorial history of 45 years of the Brazilian "Smoke Team".

The review disc was sent to me by a member in Brazil who is offering it for sale through the SAFCH Sales Service for \$30.00.

"Since March 1998 a new web page has been created dedicated to the history of the Mexican Air Force. The address is: <http://200.23.238.36/fam>.

"The editors are Aldo Flores Torres, Ihuitl Maldonado Gastelum, and Jose A. Quevedo Carmona. The page is in Spanish and consists of the following: (1) Organizacion: Bases Aerea Militares, Regiones Aereas, Matriculas, Abreviaturas. (2) Aeronaves: Bristol F2B Mk.III/IV, Lockheed T-33, Sikorsky UH-60 Blackhawk, C-130 Hercules, Mil Mi-8, Northrop F-5, De Havilland Vampire Mk.III, McDonnell-Douglas MD530F/G. (3) Historia: Los Inicios, La Revolucion 1911-1920, La Expansion 1920-1930, La Guerra 1930-1944. (4) Esc.201: Chapter 1 Creation and training in the USA. (5) Colegio del Aire: A short history. (6) Enlaces: Here one can click on other world's air forces' web pages (Air Force Link, Armed Forces USA, Australian Air Force, Australian Air Force (unofficial), Brazilian Air Force, Chinese Air Force,

Finnish Air Force, Hellenic Air Forces, IDF Israeli Air Forces, Museum Air Forces, Museum Supreme Allied Cdr. Atlantic, Navy on Line Home page, Royal Netherlands Air Force, SHAPE H.Q., Swiss Air Force, Royal Netherlands Air Force (Klu), USAF in Europe, Unofficial Air Force e-mail locator, USAF Web server list, US Dept. of Defense sites, US Special Operation link page. The best and highly recommended: Almanaque Fuerza Aereas, Pagina Extraoficial Fuerza Aerea Chilena, Aero Guat. (7) Editorial: Subject Chiapas 1994, Colaboracion, News FAM related, Projects (Mexican AF \*Musaeum & Esc.201 FAEM." Santiago A. Flores (SAFCH #588), PO Box 430910, San Ysidro, CA 92143-0910, USA.

# The Death of a Mexican Pilot

Santiago A. Flores

[Author's note: About the time of the 50th anniversary of 201st Mexican Fighter Squadron's participation in World War II, a story was circulated by some surviving Mexican pilots that has received some attention by two American writers. This account has been published in various aviation magazines, including the US Air Force Times, and it appears in an upcoming book about this Mexican unit. This same story was repeated during the recording of a TV documentary, at which time I was able to question the pilots involved. Since this story contradicts published accounts of the unit history, I was moved to search for information from the United States, Mexico, and even Japan. This story claims that the squadron's first casualty in the Philippines theater of operations, SubTte.P.A. (2nd Lt.Pilot Aviator) Fausto Vega Santander, was killed during the units' first combat mission on June 1, 1945, while dive-bombing a Japanese ammunition dump at Vigan on the west coast of northern Luzon. The story tells of a mission lead by Tte.P.A. Carlos Garduno Nunez (Flight B Leader) with SubTte.P.A. Miguel Moreno Arreola, Praxedis Lopez Ramos, and Fausto Vega. The story begins with the Squadron Commander, Capt.1/o.P.A. Radames Gaxiola Andrade, requesting that a special mission be assigned to his unit. Supposedly, an order came down from General George C. Kenney, Commander of the Far Eastern Air Forces (Why it didn't come down 5th Air Force channels?) to hit a Japanese Army ammunition dump protected by anti-aircraft guns at Vigan. This particular target had given the USAAF a hard time since it was on a beach surrounded by steep ridges. The reason this mission was assigned to the Mexicans was that a number of them, including Garduno, had received dive-bombing training in Douglas SBD dive-bombers at North Island, NAS, San Diego, California in mid-1944. Since the American Command felt they could do the job, Tte. Garduno was approached by Capt. Gaxiola, who asked if it were possible to do the mission using the P-47 as a dive-bomber. At first Garduno said it was impossible, but after doing some simulated dive-bombing runs, he returned to inform Capt. Gaxiola that the mission could be done. Garduno selected the three pilots as mentioned before. Reportedly, they were briefed by 5th Air Force A-2 (Intelligence) before and after the mission.

The story as told in the "Air Force Times": "The target, a Japanese ammunition dump well protected by anti-aircraft guns was surrounded on three sides by steep ridges and on the fourth by the sea near Subic bay on the west coast of Luzon, a Philippine Island."

"As 1st Lt. Carlos Garduno crossed the steep ridges while leading his flight of four P-47's, he rolled his Thunderbolt over, put the nose down into a steep dive and then leveled his wings. With the target in his sights, his airspeed at virtual terminal velocity and the altimeter unwinding, he pickled his two 1,000 pound bombs over the Japanese warehouse."

"With both hands, Garduno pulled the stick back into his lap, his plane clearing the water at the bottom of his dive with 500 feet to spare. As he climbed back to altitude, he looked over his shoulder delighted to see columns of black smoke shooting up from the target. Unexpectedly, he also noticed a roiling ring of white water on the Vigan beach 300 feet from the shore."

"A Japanese anti-aircraft gunner had claimed his wingman Fausto Vega, on his 20th and last birthday. It was June 1, 1945

and 'Cacho' the youngest pilot in the squadron was the first and only Mexican Air Force pilot to lose his life by direct enemy action in World War II."

The third pilot in the formation, SubTte.P.A. Miguel Moreno Arreola who was behind 'Cacho' gave the following account (America Vuela No. 12, 1993, Mexico D.F.): "I was behind 'Cachito' in the middle of the strong anti-aircraft fire, when his aircraft was hit near the cockpit. I thought that something came out of the wounded P-47 which pulled to the right to crash into the sea."

"Garduno reprimanded me for leaving the formation, to fly over the area of the crash, while the Japanese were still firing at us, but only saw the yellow Mae West of my friend floating".]

## The Pilot

SubTte.P.A. Fausto Vega Santander was born on January 19, 1923 at Tuxpan, Veracruz. His parents, Albino Vega Vazquez and Maria Santander de Vega, were a poor but honest family. His father was a merchant who did all possible to save enough money for his son to become a doctor. Fausto did his regular schooling in his home town and later at Mexico City. It was there that he decided he would not become a doctor, but a military pilot. Against his parents wishes, he abandoned his medical studies for that of aviation, gaining admission to the "Escuela Militar de Aviacion" (Military Aviation School) at Monterrey, Nuevo Leon, on August 25, 1941. During his stay, he was awarded the rank of "Cabo de Primera" (Corporal 1st Class) on December 5, 1941, and the rank of "Cabo de Cadetes" (Corporal of Cadets) on January 30, 1942. He received his wings and commission as a "SubTeniente Piloto Aviador" (2nd Lt.Pilot Aviator) on January 7, 1944, with two other pilots, Jaime Cenizo Rojas and Raul Garcia Mercado. These three would all serve with the 201st Fighter Squadron in the future. After his graduation, he was ordered to attend a special instructor's course at Randolph Field, Texas. After the completion of this course, he was appointed a flight instructor at the aviation school at Zapopan, Jalisco, where he accumulated a total of 205:04 hours of flight time, about half while instructing in Fairchild PT-19 and North American AT-6 Texan trainers. On July 1, 1944, he was selected to be part of the "Grupo de Perfeccionamiento Aeronautico", and was trained as a fighter pilot in Pocatello Idaho and Majors Field, Texas. The name of the group was changed to the Mexican Expeditionary Air Force, and was put under the command of Col.P.A. Antonio Cardenas Rodriguez, with Escuadron 201 under Capt.1/o.P.A. Radames Gaxiola Andrade. He was assigned to "B" flight under the command of Tte.P.A. Carlos Garduno Nunez. After the arrival of the 201st in Manila, on April 5, 1945, the unit was assigned to the 58th Fighter Group.

Before undertaking any operational missions, the Mexican pilots went through a pre-combat training course from May 7 to June 7, 1945. The first phase (May 7-12) was a series of lectures and the second (May 12-June 7) consisted of aerial gunnery, familiarization flights, aerial tactics including simulated combat missions, dive-bombing training, etc. All this was undertaken before the arrival of their own aircraft. These started to arrive at the end of June 1945. For the training, they used borrowed aircraft from the three squadrons of the 58th Fighter Group



(69th, 310th, and 311th). These borrowed aircraft were noted for a series of mechanical failures that led to the loss of a number of aircraft and the rescue of one pilot from the sea.

### The Mission

One of the two key eyewitnesses to the events of June 1, 1945, was Tte.P.A. Jose Espinosa Fuentes, who made the following statement to Capt.2/o.P.A. Pablo L. Rivas Martinez, the squadron executive officer and Intelligence officer: "On today's date, at 10:40 hours, we took off from Porac Field in a formation of two sections (8 aircraft) on a dive-bombing training mission. After making the second pass at the target, I observed one of the aircraft of the 2nd section in a dive. I lost sight of him near the surface of the water, but this was followed immediately by an explosion. The time was 11:15 hours. I ordered the aircraft to turn up and received the report from LT.P.A. Carlos Garduno Nunez who was in charge of the 2nd section, that 2Lt. Fausto Vega Santander was missing."

"I put into operation the emergency radar and contacted Fighter Control Station WEWAK to report the accident and gave them the position of the crash which was about 2 miles SW of the Tabones Islands (Lat.120 63' E Long 14 49'N). I ordered Lt.Garduno to take command of the flight while I circled the area until the arrival of a P-51, I indicated where the aircraft fell and give him the information on what I had seen. He replied that only thing he saw was a small oxygen tank and an oil slick.

"I got in contact with the fighter control station telling them of the presence of the P-51 and they informed me that a rescue boat had been sent. In my personal opinion, the cause of the accident was a high velocity stall while recovering abruptly from a dive. The lost machine was a P47D serial number 42-23228".

Another person who witnessed Fausto Vega's death was SubTte.P.A. Miguel Moreno Arreola who gave the following statement: "Today, 1 June, 1945, at 10:40 AM, I took off on a training flight as No.3 man in the flight lead by 1st Lt. Carlos Garduno Nunez, Upon arriving where our dive-bombing practice was to take place and when going thru my second dive at the target, I noticed that the aircraft ahead of me, piloted by 2nd Lt. Fausto Vega Santander was going through a barrel roll to the left, immediately after attempting to pull out of his dive. The next thing I saw was the aircraft crashing in the water in a inverted position and exploding."

On that same day, the Engineering Section, headed by Capt.2/o. I.P.A. Jesus Carranza Hernandez, made the following report on 1 June 1945: "Date of Accident: 1st June 1945. B. Type of Aircraft and Serial Number P-47D-15 A.C.S 4223228. C. Extent of Damage: Aircraft completely lost, airplane crashed in sea. D. Disposition: No disposition

E. Analysis of Evidence Indicating Material Failure or Lack of such Failure: No material failure."

At about 1300 hours, an "Acta de Policia Judicial Militar" (a Police Military Judicial Affidavit) was prepared by Capt.2/o. (Quartermaster) Samuel Rafael Pacheco along with Tte.(Signal) Samuel Raul Rodriguez Carreon and Tte.(Infantry) Jesus Tapia Estrada. Taken under oath, the statements of Tte.Jose Espinosa Fuentes and SubTte. Miguel Moreno Arreola were written in this affidavit and signed by both pilots. This was later sent to Mexico.

On June 2, 1945, the American report of the accident was published by the 58th Fighter Group for inclusion in their records, which read the following: "The Following Aircraft Ac-

cident Report is Submitted: A. P-47D-1542-23228. B. Training Mission. C. 201st Mexican Squadron, 58th Fighter Group. D. 1/2 Mile SW Tabones Island 1 JUNE 1945 1115 Hours. E. 2nd Lt Vega S. Fausto 313437 Fatal. F. Pilot tried to recover from high speed stall; aircraft exploded upon crashing into the water. G. Complete loss. H. Dropped from records per FEAR REG 55-25 dated 21 Sept 44." (signed) Charles J. Fly 1st Lt., Air Corps.

On that same day Capt.Radames Gaxiola, signed the following statement: "Radames Gaxiola Andrade, serial number 259974, Capt.1/o.P.A. of the Mexican Army and Commander of the 201st Squadron of the Mexican Expeditionary Air Force. Certify that 2nd Lt. P.A.Fausto Vega Santander, serial number 313437. Killed in a aerial accident near the coast of the Philippines was receiving from the pay officer of the MEAF, the amount of \$366.89 (USD) corresponding to his wages of a 2nd Lt.P.A. authorized to the pilots of this rank, serving in my command. At the same time same officer received via the Dept. of Aeronautics the sum of \$560.00 pesos corresponding to his salary and extra benefits financed by the pay officer of the MEAF until June 30 of this year. Unknown is the status of payments to his family in Mexico City. In view that no proof has not been sent to this squadron."

Attempts were made to recover his body, but without success, as noted in the following message sent from Col. Cardenas to General Luis Alamillo Flores, Mexican military attache in Washington D.C. dated June 6, 1945: "Second Lieutenant Fausto Vega Santander, serial number 313453, killed in course of mission. It has not been possible to locate remains. Necessary reports will be sent as soon as possible."

Also, in his monthly report to the Secretary of National Defense, Mexico City, dated July 1, 1945, Col. Cardenas reported among other things: "June 1, P-47 D-15, serial number 42-23228, completely destroyed and lost in the sea when it did not come out of a dive made in bombing practice. The pilot, 2nd Lt. P.A. Fausto Vega Santander, was killed."

After the end of the war around March 1946, Capt. 2/o.P.A. Amadeo Castro Almanza, Operations officer and acting Squadron commander, submitted a report on all combat missions flown by Mexican pilots. These were short summaries, with no pilot names. This report was later sent to the United States Embassy in Mexico City, and is now part of the Historical records of the USAF. They show that the actual start of combat missions was on June 4, 1945, when Mexican pilots joined in the missions of the 69th, 310th, and 311th Fighter Squadrons.

As for the Japanese Army forces in the area of Vigan, the National Institute for Defense Studies in Tokyo, Japan, wrote the following: "With regards to your inquiries, I could not find any records of USAF bombing attack against Japanese Army units in the area of Vigan, Northern Luzon. At the beginning of February, the Japanese 19th Division placed their fortified positions in the area of Tangado, about 20-30 km inland from Vigan. On 19 April, this division received the orders from Headquarters of the 14th Army to abandon their positions and retreat further inland."

(Reference: The Military History of World War II in Asia and Pacific, series 102 Vol. "Shogo Army Operations (2), Luzon Campaign, Japan). According to the book 'General Kenney Report, A Personal History of the Pacific War', the 201st Mexican Fighter Squadron arrived at Manila on the afternoon of May 1st, and proceeded to Clark Field where they underwent a course of advanced combat training before getting into com-

bat. Therefore, the Mexican Air Force arrived in Luzon after the fall of Vigan."

Also, noted Philippino aviation historian Albert Anido (Reserve Capt. PAF), wrote the following: "Tabones Island is off Subic Bay and is used as a target range, perhaps, this is where Lt. Vega lost his life, as Vigan is too far away in the north and was liberated by the US forces in the middle of April."

Another point to consider: if Lt. Vega Santander had died in combat, he would have been recommended for valor and possibly the US Purple Heart, or its Mexican equivalent. Col. Cardenas, chief of the MEAF, would have made the recommendation, as he did, for example, in the case of Maj. Larry D. Dennis USAAF, the PBY Catalina pilot, who rescued SubTte.P.A. Guillermo Garcia Ramos and who later received the Mexican decoration "Medalla del Merito Militar Primera Clase" (Medal Military Merit First Class). Finally, Fausto Vega Santander's death certificate, listing his death in a aviation accident, was registered at Mexico City civil registry in book #640, Foja 130, on June 6, 1946.

In the final analyses, the death of this pilot should be remembered with his other squadron members of the MEAF who gave their lives in the line of duty and for the cause of freedom. It is only a watery grave for this young pilot, who had the sad distinction to be the first pilot in the squadron to die in the theater of operations before seeing any combat. He is remembered by his family, friends, and fellow squadron members, and is honored in his home town and in various monuments to the role of the Mexican Expeditionary Air Force in World War II.

Santiago A. Flores (SAFCH #588), PO Box 430910, San Ysidro, CA 92143, USA.ts

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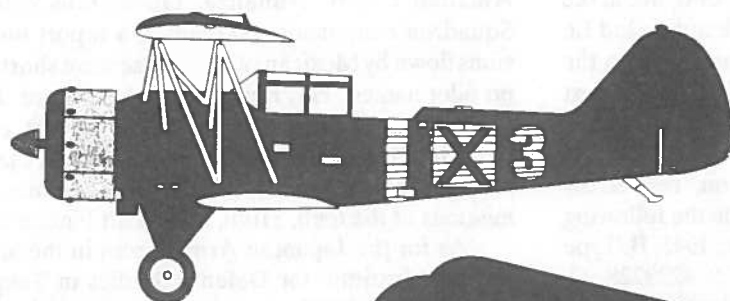
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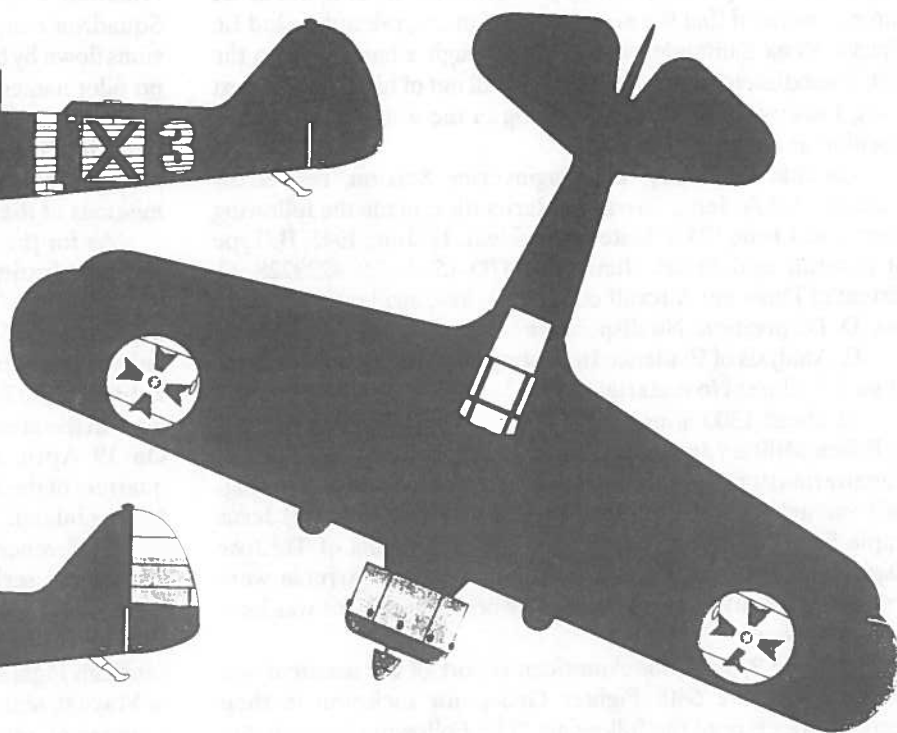
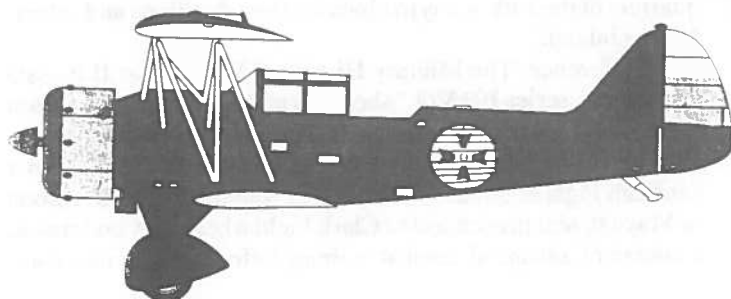
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**Bulgarian DAR-3 Garvan-III**

This an example of the outstanding information published in INSIGNIA MAGAZINE. See review on page 100.



# Fleet Model 50 Freighter Update

Terry Judge

This is a followup to Bill Devins' article on the Fleet Freighter that appeared in SAFO #86. For starters, here is the full production list:

c/n	Registration	Dates	Remarks
200 (50J)	CF-BDX	14.4.38 6.38 7.38 8.38 14.8.38	Fleet Aircraft Ltd. (ff22.2.38) Wings Ltd. (lease) Fleet Aircraft Ltd (modified to Model 50K) United Air Transport Ltd. (lease) crashed at Lower Post, BC
201 (50K)	CF-BJT	8.2.39 9.2.39	United Air Transport Ltd. Burned at Chicago, IL
202 (50K)	CF-BJU	19.5.39 5.39 10.39 8.42	Fleet Aircraft Ltd. Canadian Airways Ltd. (lease) Fleet Aircraft Ltd. Canadian Pacific Air Lines Ltd (lease)
	799	12.10.42	RCAF
	CF-BXP	14.6.44 23.6.44 8.64	Labrador Mining and Explorations Ltd. crashed at Sandgirt Lake, Labrador gift to the National Aviation Museum, Ottawa
203 (50K)	CF-BJW	21.8.39 17.7.39 8.39 8.42 10.42 12.5.45 6.10.46 8.68	Fleet Aircraft Ltd. Dominion Skyways Ltd. (lease) Fleet Aircraft Ltd. Canadian Pacific Air Lines Ltd. (lease) Fleet Aircraft Ltd. Austin Airways Ltd. burned at O'Sullivan Lake, Ontario components to the National Aviation Museum, Ottawa
204 (50K)	800	3.11.42 8.44 30.8.44	RCAF Charles H. Babb, Glendale Babbco S.A., Mexico
	XA-DOE	9.10.44 8.3.46	Cia. Mexicana Constructora Azteca, Mexico City registration canceled

Note that only the prototype is a Model 50J (285-hp Jacobs L-5MB) and that the remaining aircraft are the Model 50K (330-hp Jacobs L-6MB). There were no Model 50A through Model 50I; in the late 1930s the Fleet Aircraft Ltd designation system was made up of a model number and a suffix letter which indicated what engine was installed. This engine series started at A (90-hp Kinner K-5), B (120-hp Kinner B-5), etc. up to M (400-hp Pratt & Whitney R-985 Wasp Jr.).

## The Military History

The RCAF expressed no more than a passing interest in the Freighter until mid-1942 when it found that it had committed itself to providing paratroop training but that no aircraft had been provided for this purpose. To overcome this lack, it was decided to buy two Freighters and serials 799 and 800 were allotted on 15.9.42. Their service histories are as follows:

799	12.10.42	TOS at RCAF Station Rockcliffe, Ottawa, Test and Development Establishment
	10.4.43	To Fleet Aircraft Ltd., for brake modifications
	7.10.43	To RCAF Station Trenton, for use as an ambulance and freighter

26.5.44 Apdal [Awaiting disposal]  
27.7.44 War Assets Corporation, for disposal

800 3.11.42 TOS at RCAF Station Rockcliffe, Ottawa,  
Test and Development Establishment  
21.6.43 To Fleet Aircraft Ltd., for brake modifications  
1.11.43 To RCAF Station Trenton and placed in  
Stored Reserve with 6 R.D.

CF-BJU (c/n 202) had been with Canadian Pacific Air Lines on a lease-purchase arrangement. When CPAL canceled their agreement, the RCAF bought the aircraft. CPAL delivered the aircraft (as CF-BJU) to Ottawa on floats on 9.10.42. The serial 799 and RCAF roundels were added before being TOS, otherwise the aircraft was in its usual civil scheme of overall silver with red trim. The T&DE were tasked with deciding its suitability for paratroop training with about 10 paratroopers plus jump master and pilot. Even before 799 had its floats replaced by wheels, the type had been rejected as unsuitable for paratroop training; the main objection being that it was difficult to trim under the shifting load conditions experienced in paratroop operations.

Meanwhile, c/n 204 was completed as 800 in the standard RCAF colour scheme of overall yellow and delivered to the T&DE at Ottawa on wheels. As a fall-back the two aircraft were tested for their suitability to fulfill the general freighting and ambulance roles. However, by the end of the year it was decided that the brake system was unsatisfactory for practical operations. As not-very-useful orphans, the two aircraft remained with the T&DE until returned to Fleet in April 1943 and June 1943 respectively. [A published report that 799 was at Trenton in April 1943 is believed to be incorrect.]

At Fleet, an hydraulic braking system was installed, but progress was slow, hindered by the fact that the RCAF couldn't make up its mind as to whether they really wanted the two machines or not. The new braking system was designed to be controlled from the rudder pedals. Unfortunately, the location of the pedals was such that with the control wheel in a normal position, application of toe pressure was practically impossible. So, further time was lost while a new control system was designed, approved and fitted.

On release from Fleet, 799 went to Trenton where it was painted white with large Red Crosses and assigned to air ambulance work. A few such operations were made, but it seems that more use was made of it on floats, giving twin-engined float experience to the local pilots. 799 appears to have been "active" right up to the time it was decided to dispose of the two aircraft. On transfer to War Assets, 799 had a total of 418:00 hours, but only a small amount of these were in RCAF service.

For 800, release from Fleet meant a transfer to Trenton and then straight into Stored Reserve with 6 R.D. (Repair Depot). This Freighter had a total of 11:20 hours at the end of its service life.

Sharp-eyed readers will have noticed that the dates these aircraft were allocated to War Assets Corporation are both after the dates that they resumed their civil careers. Sometimes the paperwork was a little on the slow side!

P.S. I think I can answer Bill Devins' question about CF-BJV. The Canadian DoT was in the habit of allotting blocks of serials to a manufacturer, so Fleet was given CF-BJQ to CF-BJZ.

Of the non-Freighter registrations, BJQ was a Fleet 7, while BJR, BJS and BJV were Wacos (Fleet being the Canadian agents for Waco). BJY and BJZ were never officially registered, although there

is photographic evidence of a Freighter marked CF-BJY. And I suspect that this BJY was the airframe that became RCAF 800. However, this is pure guesswork which is why I did not include

it in this article.]

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## News from Poland

Wojciech Butrycz

### Kits:

(1) In my previous 'News from Poland' column (SAFO #84) I mentioned that Pantera was going to release a reconnaissance version of the Sukhoi Su-20. This kit is now out and differs from their other Su-20 kits only in the addition of a sprue with photo equipment container. The decals are for one Polish and one Egyptian machine.

(2) HitKit has released another version of Potez XXV; this time a TOE (Theatre d'Operations Extérieur). The kit differs from that of their Potez 25A2 in the big fuel tank which gave the aircraft a "pregnant" look and a larger front radiator cast in white metal. Included on the extensive and colorful decal sheet are markings allowing construction of no less than 14 aircraft: ten French, one Uruguayan, one Brazilian, and two Paraguayan. All color schemes are based on the fabulous Avions book on Potez 25. The color profiles on the back of the box were reproduced with the kind permission of Avions. Altogether there are now four HitKit Potez 25 kits: Potez 25A2 (Polish), Potez 25 Jupiter engine (Polish), Potez 25 Jupiter engine (Finland, Estonia, Croatia, Yugoslavia, Ethiopia, Romania), and Potez 25 TOE as described above.

(3) In a recent issue of SAFO (#85), it was mentioned that InTech produces not only booklet/decal sets but also kits. One of the more recently released kits is in their series of Bf-109. The Bf-109G-14 includes decals for Werk No 611022 which was flown by the 102./1 "Ricsi" Hungarian Regiment in May 1945. This machine belonged to the squadron commander Laszlo Pottyondy. The kit is a normal-production (not short-run) kit and is very accurate. It resembles the Heller kits, but is all new-tooling.

(4) Choroszy Model (formerly ModelKraK) has added some new 1/72-scale high-quality resin models to their extensive range which so far has included the Breda Ba.27M (Chinese), Nakajima Type 91-1 (Japanese), Cirrus Moth (Finnish & Japanese), Moth Major (Spanish Republican & Nationalist), Sharrov Sh.2 (Soviet & Finnish), Nakajima A4N1 (Japanese), Kawasaki Type 88-2 bomber, and Mitsubishi B2M1 torpedo bomber. The new kits are the Rogozarski SIM-XII floatplane (Yugoslav), Salinan 200 Italian WWII trainer, Potez 452 WWII ship-borne seaplane. These will be followed by the Fokker C.VII-W WWII floatplane, Tachikawa Ki-17 trainer, Mitsubishi Type 92 Recce, and Morane Saulnier MS-35E2 trainer. This latter was widely used in Poland and will include Polish training unit markings. All these new kits are excellently molded in a high quality resin. This new resin is not brittle and behaves more like plastic. Even parts such as engines, machine guns, struts, and cockpit interior which were formerly cast in white metal can now be cast in resin. I can highly recommend these kits to both the novice and the modeler experienced in

resin modeling. The only difference between these new kits and high-quality plastic kits is the type of glue that is used. The kits are packaged in card box with a color profile on top and they have clear instructions sheet and decals, by Techmod, for one or more aircraft.

Kits: (5) Another leading Polish producer of resin kits, Top-Gun has recently released two versions of the Mi-14 helicopter: the PS Search and Rescue and the PL antisubmarine versions. Each model consists of over 100 parts of high-quality cast resin. The fuselage comes in two halves - no single-part fuselage with hollowed caves for the cockpits. The interior of both the pilot's and equipment compartments are fully detailed to the last minute detail. Acetate glazings are also provided with a spare if you botch the first attempt. No decal sheets are included, but Top-Gun is planning to release decal sheets for several of their kits. This company is biased towards Polish and Swedish aircraft both historical and current. Other interesting kits they have promised are the PZL W-3W/W-3RM Sokot, Anakonda, Northrop 8A-1, DH 104 Dove, Cessna F 337G, He 114B, Fairchild 24-C8CS, Waco VIC, Saab JAS 39B Gripen, Saab Sk 35C Draken, Conversions promised are: Saab Draken Sk 35/35C/35TF/35T (Hasegawa kit), Bo-105CBS (HKP 98) (Airfix kit), and Saab Ja 37 Jaktviggen (Hasegawa kit).

### Accessories:

PART has recently released more excellent-quality photoetched sets. These are really something special. In my personal opinion, PART is now #1 in the world of photoetched sets. As mentioned in my previous review, the Yak-1, Yak-9, Su-20, Dewoitine D.520 sets were released and they allow the average modeler to build real masterpieces in 1/72-scale. Their recent sets are devoted to the F-16C/D, Hurricane, PZL P-37 Los, Me-109B, Bf-109E, Wildcat, F-16A/B, An-2, and a new range of machine guns: Vickers wz. F and wz. 37 "Szczeniak" (Pup) as used Polish aircraft in 1930's. The to sets for the PZL P-37 Los consists of well over 200 parts for a full interior, flaps, cockpit frames, engine detail, fuselage framing, etc.

### Books:

(1) Book International has released the second part of "Luftwaffe Allies", this one is devoted to the air forces of Hungary, Croatia, and the ROA. The book consists of 90 pages including covers and is divided into three main chapters. These including 48 b&w photos and seven color profiles for Croatia, 11 b&w photos and two color profiles for the ROA, and a Hungarian chapter with 138 b&w photos, 7 3-view drawings of Hungarian-designed aircraft, and 13 color photographs. There is also one common page of color drawings of squadron and uniform insignia, etc.. Of special

interest to this reviewer were previously unpublished photos of PZL P-11a and RWD-8 in Hungarian colors.

(2) AJ-Press has added to their constantly growing range of monographs (the ML series). No. 46 is on Yak-1/Yak-3 and has 76 pages book with the usual format and includes over 50 b&w photos, 7 color profile pages, 15 pages of 1/72-scale drawings with 56 different side-view drawings. One of the best sources for both modelers and enthusiasts.

(3) "Skrzydła w Miniature" have released their own monograph on the Yak-3. Starting with stunning cover art of a Yak-3 attacking a Fw-190, there are 48 pages, 59 b&w photos, 9 color profile pages, 1/72 scale plans, etc. This book contains all you will ever need when building a Yak-3 model.

### Magazines:

(1) AJ-Press has introduced new series titled "ModelMania". The first issue covers one of the most famous early jet fighters, the MiG-15. There are 58 pages including glossy covers, over 70 b&w detail pictures, approximately 90 color detail photos, 5 color pages showing Soviet, Polish, Chinese, Korean, Bulgarian, Czech, Romanian, East German, Albanian, Hungarian, Egyptian, Sri Lankan, Pakistani, Finnish Mig-15, MiG-15bis, VT1, Czech CS-102 license-built aircraft, Chinese JJ-2, and Polish LIM versions. There are 4 pages of 1/72-scale plans of each subtype, one fold-out for 1/48-scale plans, cutaway drawings, sketches of construction, cockpit layout, fuselage brakes, and a chapter devoted to models, accessories, decals. And, all this in both Polish and English! If you know the Czech +4 Publications series, then imagine a book with more detail, more color profiles, and a special modeling corner. I cannot wait for the next ModelMania books on P-51D and PZL P-11c.

(2) I am pleased to inform you that mini-Replica Quarterly has become the most popular modeling magazine in Poland. Issue 1/98 brings a lot of information on what is new on the market. There is a great article on the Italeri/Zvezda Pe-2 with 1/72-scale drawings for the series 110, 359 (FT), 2VT, 2R, correcting the kit, photos of Pe-2 details and of the model during and after construction, and 3 color profiles (two in Polish markings and one in Soviet Red Stars with a huge, angry bulldog painted on the nose). Another article is the second installment of the Mini-Monografia on the PZL P-23A/B Karas and PZL-43 with 8 side-view drawing of subtypes, 1/72-scale 2-view drawings and plenty of detailed drawings based on the latest research. The articles include one on Polish Spitfire Vb, the second installment on aircraft types used in Polish, and a photo album of Luftwaffe types conclude this issue. Issue 2/98 (Summer) consists again of news, a 4-page continuation of the Mini-Monografia on the P-23/P-43 which includes 1/48-scale drawings of the Karas and interior drawings. The main articles are on the Antra Anasal DS in



Polish colors with two photos, 1/72 scale drawings, color art, and color photos of the model; altogether enough information enabling the modeler to convert the Red Star/Emhar Anatra into a Polish aircraft. Another article is on the North American T-6G kit from Occidental Replicas from Portugal and its conversion into a Polish Training School Harvard Mk.11B. Another article reviews the Accurate Miniatures Avenger with color photos of the assembled model. A Photo Album covers PZL Kania helicopter in color, the Panavia Tornado IDS in German colors, the Breguet XIX of the Polish 6th Regiment, and the Ju-86. There are also good articles on improvements that can be made to the Italeri/Bilek An-2 with details (some 20

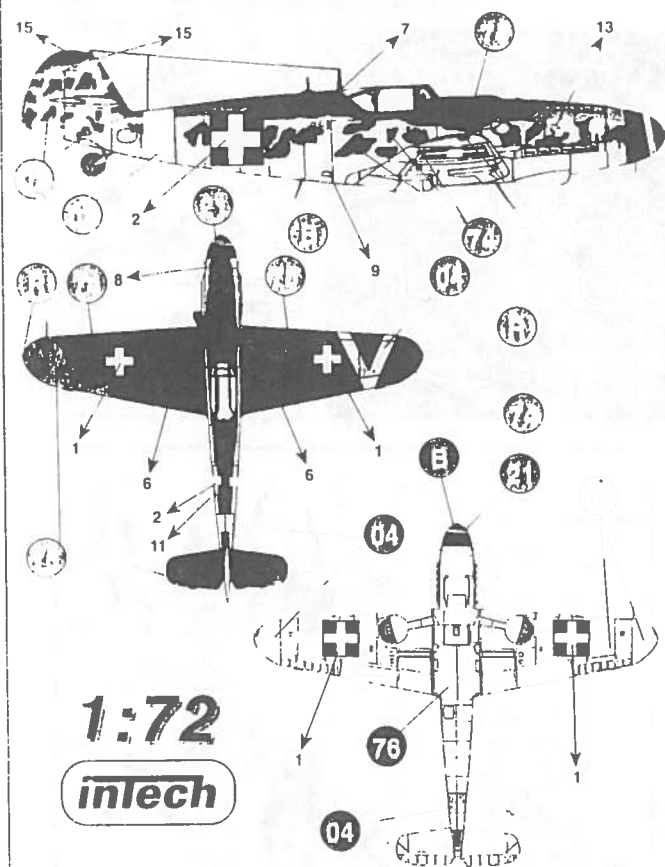
photos), how to use PART photoetched parts for PZL P-37 Los, modeling resin models, and weathering. The issues closes with 4 color profiles of Grumman Avenger.

(3) Another new quarterly magazine launched in April of this year is *Lotnictwo Wojskowe* (Military Aviation). The first issue of this 84-page magazine begins with a 19-page article on the MiG-29 with plenty of b&w and color photos including Polish red "111" on the cover, 1/72-scale plans (4 pages). This is followed by a 19-page monograph on the He-112 including b&w photos, 12 color profiles of Hungarian, Romanian, Spanish, and Luftwaffe machines, 1/72 plans. There is a 3-page history of RAF 43 and 111

Squadrons, an article on the colors of Japanese aircraft at Pearl Harbor. Finally, there is a superb article on Polish Hannovers CL-II with 15 b&w photos, 3 color profiles, and the story of each of the 22 Polish Hannovers. This article even rectifies mistakes included in A. Morgala book "Military Aircraft in Poland 1918-14" which was reviewed in SAFO #84. Quite a promising first issue. I'm looking for next issue in July.

Wojciech Butrycz (SAFCH #981), ul. Aleksandry 24m167, 30837 Krakow, Poland.

1. Węgierski Messerschmitt Bf 109G-14 Werk Nummer 611 022 z 102./Dywizjonu Myśliwskiego "Ricsi". Samolot dowódcy dywizjonu kapitana Laszlo Pottlyondy. 2 Maj 1945 rok. Hungarian Bf 109G-14, Werk No. 611 022. Red 5, of the 102./"Ricsi" squadron. This was the aircraft of Captain Laszlo Pottlyondy, the squadron commander, 2nd May 1945.



**Part**

ELEMENTY FOTOTRAWIONE DO MODELI PLASTICOWYCH

DETAIL SET FOR PLASTIC KIT 1:72 scale detail set for BILEK (ITALERI) kit

"Part" (0 42) 40 40 76  
http://www.kki.net.pl/part/

**UWAGA**

Elementy fototrawione należy przylipiać klejem cynoakrylowym. Pracę wykonywać w miejscu dobrze wentylowanym. Nie wdychać oparów kleju. Po skończeniu pracy umyć ręce.

**CAUTION**

Photo etched parts can only be used with cynoacrylate glue. Work in a well ventilated area. Do not inhale vapors since these can be harmful. Wash your hands after using.

S72-060

**ANTONOV An-2**

PO DRUGIEJ STRONIE  
OPPOSITE SIDE

ODCIĄC  
REMOVE

ZAGIĄĆ  
BEND

SAFO vol. 22 no. 3 (87) October 1998

95



# Part

## PZL P-37 "ŁOŚ"

ELEMENTY FOTOTRAWIONE  
DO MODELI PLASTIKOWYCH

DETAIL SET FOR PLASTIC KIT

"Part" (O-42) 40-40-76

<http://www.kki.net.pl/part/>

1:72 scale detail set for PANTERA kit  
(Z T S PLASTYK)

PO DRUGIEJ STRONIE

OPPOSITE SIDE

### CAUTION

Photo etched parts can only be glued with cyanoacrylate glue. Work in a well ventilated area. Do not inhale vapors since these can be harmful. Wash your hands after using.

### UWAGA

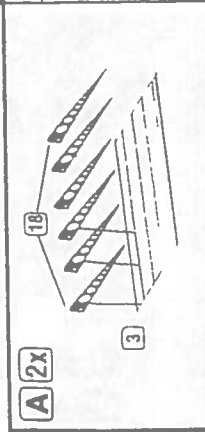
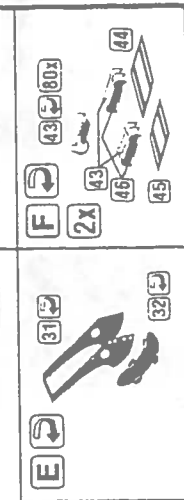
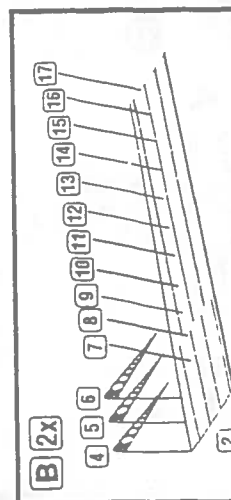
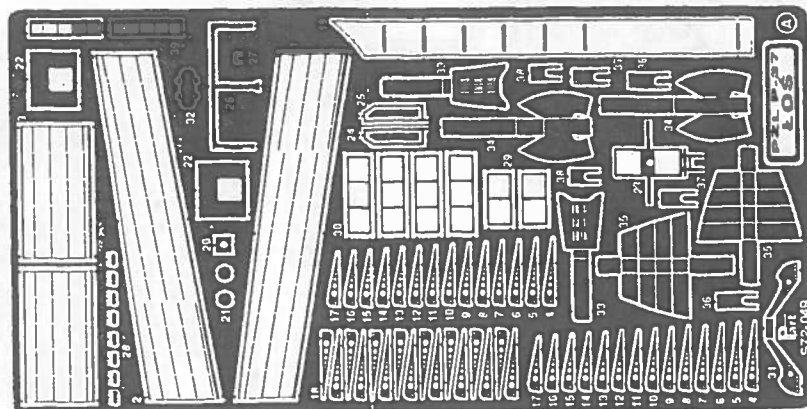
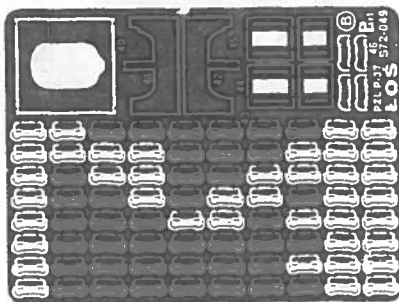
Elementy fototrawione należy przyklejać klejem cyanoakrylowym. Pracę wykonywać w miejscu dobrze wentylowanym. Nie wdychać oparów kleju. Po skończonej pracy umyć ręce.



ODCIĄĆ  
REMOVE



ZAGIĄĆ  
BEND



# Part

## PZL P-37 "ŁOŚ"

ELEMENTY FOTOTRAWIONE  
DO MODELI PLASTIKOWYCH

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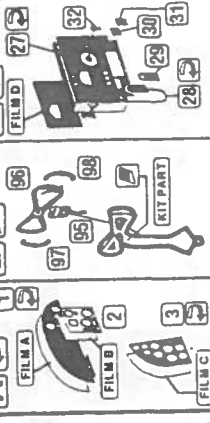
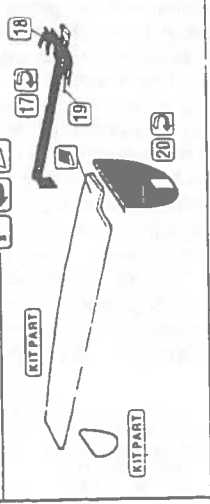
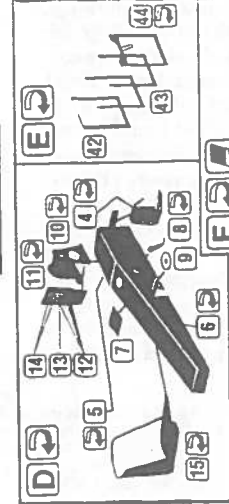
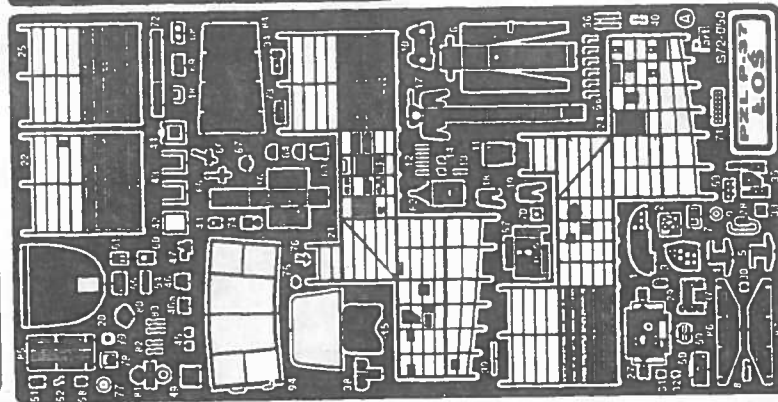
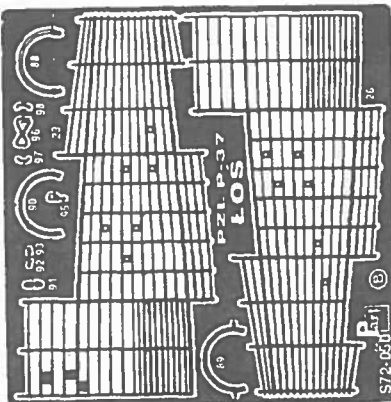
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ODCIĄĆ  
REMOVE



ZAGIĄĆ  
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**Military Aircraft Insignia of the World**, John Cochrane and Stuart Elliott. A-4 136 pages. £16.95. Softbound. Airline Publishing Ltd., 101 Longden Road, Shrewsbury, SY3 9EB England.

Over the twenty-two years of the existence of the SAFCH, several members have said they were putting together a book on the military aircraft insignia of the world, but all these projects were never completed - until now. SAFCH member John Cochrane has come out with just such a book. It is not the perfect books (see Leif Hellström's review below), but it is an outstanding effort that deserves the support of every SAFCH member.

It was with great pleasure that I read in the acknowledgements the credit given to the members of the SAFCH and to Blue Rider for their help. Of the 18 people mentioned specifically by name, all but three are SAFCH members.

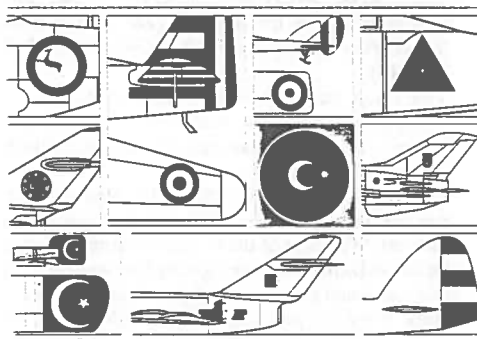
One of the difficulties in putting together such a book is the organizations: Countries change their names, they merge and break apart, new countries arise, and old countries disappear. John attacks this problem by arranging the country under their present names. For example, look of Ceylon under Sri Lanka and Burma under Myanmar. Under Zimbabwe you'll find the insignia of Southern Rhodesia Air Unit; those of the Royal Rhodesian Air Force both before and after the breakup of the Central African Republic of Rhodesia and Nyasaland; that of the rebellious independent Rhodesia; and finally the two insignia used by the country after it became Zimbabwe. All the countries emergent from the former Soviet Union (Armenia, Azerbaijan, Belarus, Georgia, Kazakhstan, Kirghizia, Moldova, Tajikistan, Turkmenistan, Uzbekistan, etc.) have their own entries as do those created by the breakup of Yugoslavia. While this seems to be the only logical way to organize this information, it will soon be out of date as things continue to change. The insignia for at least two countries need updating already with the August 1998 issue of *INSIGNIA* giving new insignia for Georgia and Macedonia.

The insignia are presented in full color with an accuracy of tone that is probably as good as can be achieved by normal printing processes and certainly good enough for most modeling purposes. A nice touch is that the insignia are displayed on aircraft (the rear fuselage including the vertical tail and the wing tip). These drawings, while devoid of camouflage and any markings other than national insignia are, nevertheless, recognizable types which helps greatly in fixing the time period in which the insignia were used. Each country's insignia is accompanied by a short, but informative text, putting the insignia into historical context.

While one cannot build a model based on the drawings in this book, it does serve as a challenge to the reader: "Now there's an interesting insignia representative of a significant event in the history of a small air force. I must do some research to find the markings of an aircraft that carried this insignia." If I had infinite time and infinite storage space, I would start on page one and build a model in each of the insignia presented in this book. Perhaps the members of SAFCH could achieve this as a group. If each one of us would research an insignia and document the markings and camouflage pattern of an aircraft using this insignia, these could be published SAFO and encourage people to search of the "missing links". This might even lead to an ultimate "SAFCH Special". Also, send any correction to John's book, preferably with references and drawings, to SAFO so they can be shared with all the members while we're waiting for the next edition

of *Military Aircraft Insignia of the World*. I cannot recommend this book too highly; it belongs in the library of every SAFCH member.

# MILITARY AIRCRAFT INSIGNIA OF THE WORLD



John Cochrane & Stuart Elliott

**Military Aircraft Insignia of the World**, by John Cochrane and Stuart Elliot, 137 pages, 21 cm by 30 cm. Softbound. Colour sketches of about 480 sets of national insignia. Airline, 101 Longden Road, Shrewsbury, England SY3 9EB, England. Price £16.95 from Midland Counties.

When I saw this book advertised, I immediately sent away for a copy. Just the thing for a SAFCH member, I thought. Not surprisingly, the authors acknowledge the help received from SAFCH and several of its members.

The book is organized as a straight-forward, country-by-country inventory (including countries no longer in existence). Each page typically covers a couple of countries, each with a paragraph or two of text and colour drawings of the national insignia used, past and present. Each drawing set usually consists of two sketches with the insignia shown in place: one of a rear fuselage and tail, and one of an outer wing. In most cases an appropriate aircraft type has been used as a basis but they are all a neutral light grey and show no markings other than the national insignia. (Why almost all the T-6s are shown with clipped wing tips is a mystery, though.) The drawings are very nicely done.

Unfortunately, there are some mistakes. For example, the Swedish war flag is shown as two- rather than three-tongued and the proportions of the 1923-1937 insignia are quite wrong. For the 1960-1964 Congo insignia the 1964-1972 flag has been used (the first flag was totally different) and it is untrue that late Katangan aircraft carried an orange cross (they carried no national insignia). A couple of other mistakes are clearly traceable back to the old "Aircraft Markings of the World 1912-1967" book published by Harleyford. These include the early Communist China insignia with red and white bars next to the star which I have grave doubts ever existed, while the better documented early version illustrated elsewhere has not been included.

The selection is also a bit too limited and hazardous to my taste. Several major variations have been left out altogether, both in text and illustration. One of many examples is the fact that the Belgian roundels for many years usually carried a blue outline. And what happened to the 1930s RAF night bomber roundels and the early post-WWII Philippine insignia?

The bottom line is that I think this book does not quite achieve the status of comprehensive guide: there are too many holes and the information is too sketchy. And, frankly, what does that leave? An assortment of nice drawings which, by themselves, are of limited use.

Leif Hellström (SAFCH #786), Norrskensbacken 13, SE-146 46 Tullinge, Sweden

**Mikojan-Gurewitsch MiG-21F-13**, by Jurgen Willich. DHS NO.1. 44 pages 21 cm by 30 cm. Softbound. 85 b/w and 18 colour photos, 5-view drawing and numerous scrap views and diagrams. Pecom, Detmolder, Strasse 34, DE31737 Rinteln, Germany. Price DEM 21.50 (£9.95 from Midland Counties).

This is the first booklet in a German-language series intended to cover the aircraft previously in service with the East German armed forces. The format is very similar to that of the "F-40" series covering the West German types.

A total of 76 MiG-21F-13s served with the East German Air Force from 1962 onwards and this is their story in considerable detail. The photos give excellent coverage of the aircraft in service and also many detail shots useful for the modeller. There is also a table giving potted aircraft histories.

All in all a nice little publication. If you are a MiG fan it is worth buying, even if your grasp of German is poor. The next one in this semi-annual series will cover the Mil Mi-2.

Leif Hellström (SAFCH #786), Norrskensbacken 13, SE-146 46 Tullinge, Sweden

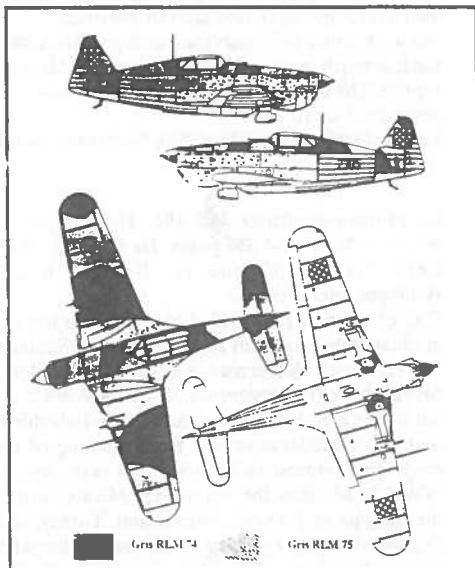
**Le Morane-Saulnier MS 406**, Histoire de l'Aviation No. 5. A-4 336 pages. Hardbound. 340F. Lela Presse, 39 rue A. Briand, 62200 Boulogne/Mer, France.

One of the first plastic kit I bought, after leaving graduate school, was an Airlines' Morane Saulnier MS 406 I stumbled across in a Woolworth's store. My subsequent discovery that the MS 406 saw combat not only in France, but in Finland, Indochina, Syria, and Madagascar was the beginning of my continuing interest in history of the early days of WWII. In addition, the fact that the MS 406 carried the insignia of Finland, Switzerland, Turkey, and Poland was the beginning of my fascination with the small air forces. Therefore, I am enthralled by this latest book from the publishers of Avions.

This book follows the usual Avions's format: comprehensive French text, English captions to the hundreds of well-reproduced photos, a multitude of tables, excellent scale drawings, and a large section of beautiful color side views. For those not familiar with the outstanding quality of this series or may be afraid of the French language, a description of the contents of this book follows.

Chapter 1: Developpement et description technique (23 pages including sections on the MS 450, 430, & 435). Chapter 2: Plans (9 pages including 4-view drawings of the 405, 406, & 410, the Swiss D-3800 & 3801, and the Finnish Morko Morane plus cutaway drawings of the 406 and Morko Morane. Chapter 3: Presentation des unites et des camouflages (13 pages). Chapter 4: Le MS 406 en

39-40 (133 pages with a chronicle of daily activity from 28 August 1939 to 25 June 1940; tables of MS-406 victories, aces, and unit scores; and sections on the Patrouilles de Chasse, the Ecoles, and the contribution of Polish airmen). Chapter 5: De Reims au Levant (17 pages on activities in Syria). Chapter 6: Le Morane en AFN (Afrique Francaise du Nord; 17 pages). Chapter 6: Les MS 406 de la Marine (9 pages). Chapter 8: Dans les Colonies: Indochine et Madagascar (9 pages). Chapter 9: Dans l'Armee de l'Air d'armistice, en metropole (5 pages). Chapter 10: Les MS 406 dan les FAFL (Forces Aeriennes Francaises Libres; 7 pages). Chapter 11: Les MS 406 finlandais (29 pages including table listing history of individual a/c). Chapter 12: Gardiens de la neutralite suisse (29 pages). Chapter 13: En Turkey (7 pages). Chapter 14: Au service des pays de l'Axe: l'Allemagne, l'Italie et la Croatie (10 pages including 4-view drawing of 406 in Croatian markings). Chapter 15: Les exportations manquees (3 pages discussing the fate of interest from Poland, Lithuania, & Bulgaria). Annexe 1: Liste de MS405/406 (13 pages listing the individual histories of all 1094 MS 405/406/410). Annexe 2: Photos couleur (5 pages with 18 contemporary color photos; 4 French, 6 Finnish, 8 Swiss). Annexe 3: Profils couleur (12 pages with 42 color side-view drawings including French a/c from all theaters of operations, one Polish, 6 Swiss, 9 Finnish, one Turkish, one Luftwaffe, & one Croatian). Highly recommended to all serious students of early WWII. But, modelers beware. If you buy this book, and you don't have a large number of Air-line/Frog/Novo kits insulating the attic, be prepared to shell out additional money for a large number of Hasegawa kits.



**Stalin's Eagles, An Illustrated Study of the Soviet Aces of World War II and Korea, Hans D. Seidl.** 368 pages 9 in. by 12 in. Hardbound. \$59.95 (add \$3.95 if ordered from the publisher). Schiffer Publishing Ltd., 4880 Lower Valley Road, Atglen, PA 19310, USA. E-mail: schifferbk@aol.com. After a short 13-page introduction on "The Eastern Front Air War" which serves as Chapter 1, this book devotes the 208 pages of Chapter 2 "The Aces" to short biographies of each of Soviet ace, from Abdrashitov to Zyuzin, with 15 or more victories. Although I didn't count them, with an average of about four biographies per page there should be about 800 aces listed. As an extreme example, the leading Soviet ace, Ivan Kozhedub (62 victories in 330 sorties), is given a little under 4 pages including with 4 photos. Lidiya Litvyak, the world's leading

female ace (12 air victories in 168 sorties), is given almost 2 pages including 3 photos. Chapter 3 (10 pages) is a rare look at the "Tankbusters" listing the accomplishments of the leading Shturmovik aces lead by Aleksandr Yefimov with 126 tanks, 2 e/a air, 30 locos, 85 e/a ground, 193 artillery guns, & 43 AA guns. Chapter 4 is a much too short (4 pages) look at "Soviet Fighter Aces in Korea" lead by Nikolaj Sutyagin with 22 victories in 149 sorties. Chapter 5 (58 pages) "The Units" gives a short history of each Soviet fighter unit. Appendix I "Aerial Victory List" is a 29-page list of aces with 5 or more victories. One-page appendices include "Tops and Firsts" and "Equivalent Ranks". A final appendix consists of copies of "USAAF Reports on Aerial Encounter with Russian Aircraft" where USAAF P-38 clashed with Soviet Yaks on 7 November 1944 with several losses on each side. (This combat is described in greater detail in Harold Stockton's book on the Yak "Red Beauty".) Finally, there are 10 color side-view drawings of the aces a/c (La-7, La-5, P-39, Yak-1, Yak-7, Yak-9, LaGG-3, MiG-3, P-40, Il-2, & MiG-15).

The book contains over well-reproduced 470 photos, mostly of the aces, but a few of their aircraft. The color drawings are very attractively presented. The following quote, is attributed to aircraft designer Aleksandr Yakovlev (date not mentioned) is of interest. "The aces of the bourgeois armies tend to be individualists who are fighting for the benefit of their personal glory and thus are resembling movie stars. They are presumptuous, haughty and look upon themselves as a chosen caste. The leading Soviet pilots are completely different. In spite of their remarkable skills they in no way contrast with their fellow pilots. The spirit of team work in which the Soviet people are raised also embosses the Soviet fighter hero." Why this quote was included is beyond understanding unless it was meant to encourage constructive debate.

This is not a book that you can sit down with a read for relaxation; the biographies soon become mind numbing. However, if taken a few at a time or used to get background on names you run across in other publication, it can be a valuable reference. This book can be recommended only for those actively researching Soviet aces.

**La Campagne de Norvege, Batailles Aeriennes #5.** 80 A-4 pages. Softbound. 69F. Lela Presse, 39 rue A. Briand, 62200 Boulogne/Mer, France.

This is the fifth in Avions' series of monographs on the aerial campaigns of WWII, and it is the best so far. The reason for this is probably the limited scope, both geographically and temporally, of the campaign, and, at least for this reviewer, the involvement of two small air forces.

The text is, as usual, in French without any English (even in the captions). The first section, "Pourquoi la Norvege?" is 3 pages and includes 4 photos of German preparations including a portrait of a man who gave his name to the English language, Vidkun Quisling. "La situation militaire de la Norvege" (3 pages) has 7 photos of Norwegian a/c. "Ordre de bataille de la Luftwaffe" gives the organization and equipment of the X Fliegerkorps on 10 May 1940. "Plan Wesserubung" is 2 pages with 3 photos of German ships heading north. "La chute du Danemark: is 6 pages with 15 photos of Danish a/c, Order of Battle of Danish military aviation on 9 April 1940, and color side-view drawings of Danish Heinkel He-8, Hawker Nimrod, and Fokker D.XXI. "A l'assaut de la Norvege" 24 pages including an informative map, 35 photos, 9 color side-view drawings [Norwegian Hover MF-11 (2), Caproni

Ca 310, Gladiators (3), Tiger Moth, & He 115], and the Order of Battle on 9 April 1940 for the Norwegian Army and Navy aviation. "La reaction allee" 20 pages including 39 photos. "Narvik" 13 pages including 11 photos and 10 color side-view drawings (Norwegian Fokker C-V, RAF Hudson, RN Skua, and Luftwaffe Bf 109E, Bf 110C, He 126, He 111H, FW 200A, Ju 53/See, & Ju 88C).

The photos are well-reproduced and well selected with coverage of all sides (Danish, Norwegian, German, and British). Aircraft are shown both in service and in damaged/destroyed condition and there is good coverage of anti-aircraft positions and naval units. [Editor's note: Does anyone know the codes of the Hudson 'N7217' of 224 Squadron that shot down Do 18 '8K+EK' on 11 April? I need it to add to my "Dog Fight Double" files.]

Once again to my annoyance, two article on completely unrelated subjects are tacked on at the end: "Uniformes et tenues de vol; l'Armee de l'Air" 2 pages with 5 color drawings of French AF uniforms from 1940 to 1943, and "Dornier 17 Z-10 'Zauz 2'" 3 pages on converting the Matchbox kit. Wouldn't an article on Norwegian AF uniforms and on building the Broplan Hover MF-11 been better choices? If you have Chris Shores' "Fledgling Eagles", you already have a comprehensive text in English covering the Norway campaign. However, but the Avions book provides a wider selection of photos that are both larger and clearer, and the color drawings are a pure joy. "La Campagne de Norvege" can be recommended to all students of the early years of WWII, and is a must for all modelers needing inspiration to add Danish and Norwegian a/c to their collections of WWII aircraft.

**Les Avions Allemands aux Couleurs Francaises, Tome 2, Philippe Ricco.** A-4 92 pages. Softbound. Lela Presse, 39 rue A. Briand, 62200 Boulogne/Mer, France.

This book consists of photos of German a/c in French civil and military markings. The text is in entirely French without any English. While I haven't seen the first volume, I assume it covered mainly WWI a/c, for this volume starts with "Entre-deux-guerres" with 3 pages and 8 photos covering the Klemm 25, RAAB-Katzenstein Schwalbe, & Rohrbach Ro 10. The bulk of book (55 pages) covers the "Seconde Guerre Mondiale" with photos of Junkers Ju-52 (AAC-1 "Toucan"), Ju 86 (a SAAF Ju 86Z-7 captured when it forced landed in Djibouti), Ju 88 (ACB-1), Ju 188, & Ju 488 (Latecoere); Klemm L25, L32, & L35B; Messerschmitt Bf 108 (Nord N-1000, 1001, 1002 "Pingouin"), Bf 109, Bf 110, Me 163, Me 208 (Nord N-1100, 1101, 1104, 1110, "Noralpha" & "Ramier"), Me 262; Siebel; Si 204 (NC-700, 701, 702 "Martinet"); Zeppelin ZSO 523 (SNCASO); and 11 types of gliders. The "Apres-Guerre" period covers the Bolkow, Do 27, Do 28, Do 228, Do 328, VFW 614, Repliques, and Planeurs. An Annex covers "Legendes" including Ar 234, Do 24, Do 217, Fw 190 "long nez", Go 146, Go IV, He 219, and Ju 87. Finally a section on "Additions et corrections au tome I" includes the AEG G.IV, Albatros D.I, Fokker D.VII, He 111, he 162, he 177, He 274, Junkers F13, Junkers J9, Pfalz D.XII, Zeppelin C.IV, and "L'avion mystere" which turns out to be an American LWF G.2.

Minor a/c are grouped several to a page, but major types are given extensive coverage. For example the Ju 88 gets 11 pages with 46 photos and the "Martinet" also gets 11 pages with 42 photos including 11 of the stepped-nose version recently kited by KP. There's a 10-page section with 26 color photos and 6 pages of color side-view drawings (Ro 10, Ar 196,

Ju 86Z (ex SAAF), Ju 88, Ju 188, Klemm L25, Nord N-1002, Bf 109E, Me 163, Me 262, and NC-701). The photos are well-reproduced and the side-views are colorful. This book can be recommended to Francophiles and to any modeler who wants to build models of aircraft of German origin (e.g. the Ju 188), but prefer not to mark them with a swastika.

**Wings of Air America: A Photo History**, Terry Love. 104 pages 8.5 in. by 11 in. Softbound. \$19.95 (add \$3.95 if ordered from the publisher). Schiffer Publishing Ltd., 4880 Lower Valley Road, Atglen, PA 19310, USA. E-mail: schifferbk@aol.com. Don't let the subtitle of this book mislead you; this is not just another picture book. In the first third of the book (37 pages), SAFCH member Terry Love provides an informative and very readable history of Air America from its beginning in WWII to the fall of Saigon in 1975. At its peak Air America operated the largest commercial fleet in the world while doing maintenance for foreign military, competing airlines, and the American military, and operating the largest facilities in Asia. This narrative is complemented by more than 70 photos. The photo section of the book consists of the last 67 pages which contain the remaining 140 photos many in color.

The range of aircraft and helicopters illustrated is impressive: from the Curtis C-46 and Douglas C-47 and C-54, to DHC-4A Caribou, Helio Courier, and Pilatus Porter. There are a few photos of military aircraft, mainly Loatian Fairchild C-123, Aero Commander, and Sikorsky H-34 undergoing maintenance at Air America's facilities. The photos large (mostly half-page) and well reproduced. The "Wings of Air American" can be recommended to anyone interested in the wars in South-East Asia and to everyone who enjoys photos of aircraft in unusual markings.

**F-104 Starfighter Special**, Verita e Leggenda di 35 Anni di Servizio dello Starfighter nell'Aeronautica Militare. 100 pages 29 cm by 39 cm. EDAL JP-4 mensile di Aeronautica, Via G. Guinicelli 4, 50133 Florence, Italy. L. 22.000. E-mail: edai@edai.it. Web site: <http://www.edai.it>.

To celebrate the 75th anniversary of the foundation of Italy's Aeronautica Militare, the editors of JP-4 have published a Special celebrating the 35th anniversary of the F-104 in Italian service. While the roar of its J79 engine is sometime referred in Italy as "the lament of the taxpayers", it is affectionately known to its pilots as "Spillone", "The Big Pin". The F-104 will not be retired before the year 2005. so while this salute may be premature as a "requiem", it is long overdue as a "well-done".

The first thing one notices about this book is that it is BIG; at almost 24 inches by 15 inches when fully open it covers a lot of desk area. The quality of the information inside is equally as big. The Italian text, although unrelieved by English captions of any kind, does little to detract from the enjoyment of the non-Italian speaking Starfighterphiles, for the 200+ exquisitely-reproduced and very large photos show Italian F-104s in all it various color schemes, both in "work clothes" and is special color schemes. Of special interest to the technically minded are the 20-or-so pages of extracts from the F-104 flight manual showing drawings and photos of the cockpit interior and other intimate details. I particularly enjoyed the diagrams showing the velocity and temperature profiles of the exhaust at

various thrust levels, although, as an acoustician, I missed having profiles of sound-pressure level. At first I found it disconcerting that the pages were not stapled, but any disappointment disappeared when I discovered the reason for this: There are frequent 2-page photos which have, for instance, the nose of F-104 on page 18 and its tail on page 83. No problem, just lift off the intervening pages and you have a gorgeous photos without a break in the middle. The JP-4 Special on the Italian Starfighters is a magnificent piece of publishing that is a must for any student of the F-104. The review copy is available from the SAFCH Sales Service for 22,000 lira (or if your short of lira, US\$ 15.00; yes, this is an amazingly low cost, but I checked the exchange rate twice), but after it is gone you will have to send away to Italy for your copy.

**Australian Air Force Colours of the 1930s & 1940s**, Ian Baker. 4 A-4 pages. Softbound. Aviation History Colouring Book #34. Ian K. Baker, Softbound. 31A Mercer Street, Queenscliff, Victoria 3225, Australia.

This 4-page booklet consists entirely of 19 color chips and their description of their use on RAAF a/c (although there is a side-view drawing of an RAAF Lancer on the cover). Colors presented are: red, blue, blue (lighter), dull blue, dull red, yellow, foliage green, dark earth, earth brown, sky blue, light green, light earth, sky, extra dark sea grey, dark slate grey, dark ocean blue, medium sea grey, PRU blue, and sky grey. Ian says, "All the colours seen here have been matched very thoughtfully, and with much care, after reference to various old samples of original colour and also after comparative reference to the colour notations of various other c&m researchers and historians." If your interested in having well-researched color chip for RAAF a/c, act quickly for Ian says. "Making a card of colour chips this is extremely labour-intensive and extraordinarily time-consuming. Two hundred and fifty sets of nineteen colours, brushed out, dried, then fixed into their covers one by one, was a daunting prospect. ... One thing is definite: #34 is strictly limited to a run of 250. When these are gone, that's it. ... So, if you know anyone else who would like to have one of these, tell them to get a move on."

Aviation History Colouring Book #34 is a must for anyone interested in accurately modeling WWII RAAF a/c. Even the most knowledgeable modeler may find his/her interpretation of RAAF colors challenged by these color chips.

**Into the Silver Years: Changing RAAF Colours & Markings: later 1940s into the 1950s**, Ian Baker. 20 A-4 pages. Softbound. Aviation History Colouring Book #34. Ian K. Baker, 31A Mercer Street, Queenscliff, Victoria 3225, Australia.

"This is a really boring booklet..." This is not the beginning of a screed by some jaded reviewer, but the opinion of the author. He is only partly right; in the hands of a less-talented writer, these 20 pages of documents would make dull reading. However, Ian weaves things together in such a fashion as to make for a very enjoyable evening's reading. "At its core are several key documents, re-created in full here for the readers to study for themselves at their leisure. The accompanying text is intended to provide some background and interpretive comments, and to flesh out the story of which these documents comprise an important element."

This books tells the story of RAAF colors and

markings from the second half of 1944 through the later 1940s and into the first years of the 1950s. "A generally neglected period, almost as though nothing much happened over these several years. But in fact, quite a bit was happening as the Air Force moved through and out of the final months of the Pacific War, scaled down, all the time progressively revising and rationalising its aircraft color scheme policies through several stages to finally arrive at the neat 'silver' appearance with new roundels that characterized the 1950s."

"Into the Silver Years" is anything but boring. Not only is it a "good read", but it help the modeler of post WWII RAAF a/c put his/her models into proper historical perspective.

**Canadian Armed Forces: Aircraft Finish and Markings 1968-1997**, Partick Martin, PO Box 896, Point Roberts, WA 98281-0896, USA. \$US 27.00 including surface postage.

While I haven't seen this book, the "flyer" looks awfully good. "All aircraft types used by the CAF are covered, includes hundreds of photographs and drawings. Markings" sections include; special schemes, flags, roundels, flashes, rescue markings, letters, and numbers. All know schemes are documented and many previously unpublished are illustrated. All know fiction designs are chronicled." E-mail address: martin11@direct.ca. Web site: <http://mypage.direct.ca/m/martin11>.

[Editor's note: Several other books have been received for review. However, the press of business and family has not allowed the opportunity to do a proper review in time for this issue. Full reviews will appear in the next issue of SAFO. Until then, I can assure you that the quality of all these books is first rate and the subject matter is outstanding. If you are interested in these subjects, I guarantee that if you buy them before you read the review you will not be disappointed.

**The Polish Air Force at War: The Official History 1943-1945**, Jerzy B. Cynk. 336 pages 9 in, by 12 in. Hardbound. \$59.95 (add \$3.95 if ordered from the publisher). Schiffer Publishing Ltd., 4880 Lower Valley Road, Atglen, PA 19310, USA. E-mail: schifferbk@aol.com.

**The Polish Air Force at War: The Official History 1939-1943**, Jerzy B. Cynk. 336 pages 9 in, by 12 in. Hardbound. \$59.95 (add \$3.95 if ordered from the publisher). Schiffer Publishing Ltd., 4880 Lower Valley Road, Atglen, PA 19310, USA. E-mail: schifferbk@aol.com.

**Regia Aeronautica 1935-1943**, M. Wawrzynski and Z. Lalak. A-4 96 pages. Softbound. Miroslaw Wawrzynski, Lipowa 9 m 14, 05-800 Pruszkow, Poland.

**Gloster Meteor en Argentina**, Atilio Marino. 96 pages 20 cm by 27.5 cm. Softbound. Jorge F. Nunez Padin, Ave. Piedrabuena 2915, 9001 Rada Tilly, Argentina. \$25.00 from SAFCH Sales Service.

**Les Avions Renard**, Andre Hauet and Guy Roberty. 368 pages 19 cm by 25 cm. Softbound. 1.550 BF by IMO in Belgian Francs to: Fonds National Alfred Renard, c/o Didier Campion, 83 Digue di Canal, B-1130 Brussels, Belgium. They also accept Eurocard, Access, Mastercard and Visa. All proceeds go to help restore old aircraft.



"I have just received the latest issue of the Finnish magazine, *Suomen Ilmaliikennehistoriallinen Lethi* (The Finnish Aviation Historical Magazine), issue 2/1998. I must remind you that I do not read the Finnish language, but the magazine comes with a condensed English summary which I found very helpful. Of course, the photographs and drawings need no translation. Their editorial office is: In-Scale 72 Production, Makelankatu 5 B 10, 00550 Helsinki, Finland.

"The cover of issue 2/1998 has a picture of a Finnish civilian Junkers Ju-52 at the new Helsinki-Malmi airport, and which was taken in the Spring of 1937. This airport saw an increase in traffic in Sept 1939, when a number of Polish civil Lockheed model 10s, 12s, and 14s started flying in and out of there. A number of refugees were taken out of Poland this way. This put a lot of pressure on the Finnish airport authorities, who were not informed of these airplane movements or their purpose, and who were understandably concerned that their country would get caught up in the German and the Soviet war plans. The article has four photographs of Polish Lockheeds in LOT colors. There is also a series of photos of aircraft which were taken at Malmi, both pre and postwar. There are some small, but clear, pictures of some Lufthansa airliners, including a Ju-90 and a DC-3. Other airplanes illustrated include the Messerschmitt Bf-108 Taifun, and the lesser known Zlin KZ-II and Z-XII.

"There is also an article about the Finnish 'Ace', Maj. Eino Luukkanen. He flew Fokker D-XXI, Brewster Model 239s, and later, Bf-109s to a total of 56 victories. The article includes a tabulation giving the date and type of each of his victories. This article has six photographs, including the famous one of his Brewster 239 showing off his 'kill markings' on the fin, which were unusual. Instead of a painted stripe or a flag, he would glue a beer bottle label on his plane's fin for each plane that he shot down!

"But the article which fascinated me was about the VL Puuska, the new Finnish light-weight interceptor fighter. This airplane was to take the place of both the Pyörremyrsky and the Myrsky II projects. Experience showed the Finns that the days of the very agile 'dogfighter' were past. The modern fighter would have high speed and a fast climb so that it could accept combat or pull away to gain altitude for another firing pass. Given the realities of their situation, the Puuska would be built of wood and feature German equipment, including the DB 605 engine. It would also contain some Russian equipment, which would be gotten from shot down Russian fighters! The excellent three-view drawing which accompanies this article shows an extremely clean airplane, which, if built, would have had exceptional performance. But, in 1944, the project was dropped because Germany promised the Finns an adequate supply of their Messerschmitt Bf-109G fighters.

"This issue also has a three-view drawing of the Finnish Pyörremyrsky, which flew in prototype form. This three-view and the one of the Puuska were both drawn by Pentti Manninen.

"It might be worth while to see if SAFO could use some more of Manninen's three-views. He does a nice looking bit of work of some very interesting prototypes."

Gus Morfis (SAFCH #3), 4709 Green Meadows Ave., Torrance, CA 90505-5507, USA.

"My Finnish contact has just sent me another batch

of Finnish magazines. This time, however, the magazine is *Pienoismalli Lehti*, which is printed on slicker paper and has a couple of leaves of color inside, as well as on the cover. I do not read the Finnish language and there is no English translation, but, in general, the photographs, drawings, and illustrations are so clear and copious that they need no translation. The magazine's editorial office is: Pienoismalli Lehti, Savelantie 8 B 19, 00720 Helsinki, Finland.

"In general, the magazine very nicely tricked out, and it seems to touch upon all the modeling areas: railroading, armor, cars and trucks, R/C cars, boats, and aircraft. However, the area of interest to us is of the various Finnish aircraft of WW II, and I will limit my comments in this report to these subjects. "Issue 1/1996 features a study of the trainer, Pyry (Storm). This airplane was obviously inspired by the Fokker XXI to which it has a remarkable resemblance, at least from some angles. However, when viewed in profile and in plan it is utterly different. It is a two seater with a fabric covered fuselage, but the empennage looks like it might have been taken from a J-3 Cub, but shrunk a 'couple of sizes', before being attached to the fuselage. The wings are elliptical in planform, with two prominent slots at each wing tip. The article features Pentti Manninen's excellent three-view in the centerfold. Apparently a plastic kit of this airplane is available, and the series of very comprehensive step-by-step construction photos illustrate a lot of details of this airplane's configuration. Pentti Manninen also has a page of side profiles in color. Most of these are of aircraft in the traditional Finnish Green/Black camouflage, with a yellow fuselage band and/or cowl. But there is one color profile which shows the last Pyry, as painted for its last training flight in 1961. This would result in a truly bizarre model. This aircraft was painted in a green/light green 'camouflage' with jagged red banding separating the two colors. And, the nose features a large stylized sharkmouth. The wing and empennage are white, with a red sunburst! Clearly, the crew must have had a great time in painting this airplane!

"Issue 6/1996 features the Polikarpov I-16. The six page article contains eight photographs of this stubby airplane in Soviet and Finnish service. The UT-1 (two seater trainer conversion) is also illustrated. In addition, thirteen illustrations show a lot of construction details of this classic fighter. Personally, I was surprised to learn that the fuselage was planked with plywood strips which were applied diagonally. A one-page three-view shows five different airplanes and the variations in their camouflage schemes. Most have been seen before, but one is unique in that the underside color is carried over to the upper surfaces of the wing and stabilizer/elevator. But this airplane does not carry the usual yellow ID bands!

Issue 8/1996 has eight pages devoted to the Gloster Gladiator in Finnish service. Eleven excellent photographs are split between pictures of the actual Gladiator and of a plastic model being assembled. In addition there are ten detailed construction sketches that look as if they had come out of a service repair manual. One page has a four-view drawing, and there two additional pages dealing with camouflage schemes. One goes into details showing the Gladiator in RAF camouflage, including black-painted left-hand underside wing panels (with all the colors identified in FS 595 numbers), but with Finnish insignia, and the other shows the airplane in full Finnish color (again with the FS 595 callouts).

"Although these magazines are dated vintage 1996, the information is very useful. It might be nice to try to get permission to reprint some of these articles."

Gus Morfis (SAFCH #3), 4709 Green Meadows Ave., Torrance, CA 90505-5507, USA.

**Força Aerea** Ano 3 N# 11 - Jun/Jul 1998. DINAP S.A., Caixa Postal 2505, CEP 06053-990 - Osasco - S.P. Brazil. R\$5,00. Web site: <http://www.forcaarea.com.br>

Noticias - 3/10 GAv gets its first A-1 fighters; Embraer sells 60 ERJ-135 to Business Express in USA (20 plus an option for 40 more); UH-1H choppers of FAB will be up-graded to the same level as those acquired from Germany in 1997; FAB receives a new BAe-125 to operate at Santos Dumont Airport in the Grupo Especial de Inspecção de Voo.

FIDAE 98 - A report of the aeronautics fair in Chile held in March.

PCs Ligados - Latest generation fighters visit Brazil after FIDAE 98. A Saab JAS39 Grippen and Sukhoi Su 27 & Su 30 visited Base Aerea de Anapolis. The Mirage 2000C, 2000D, and 2000-5 operated with the fighters of FAB's 1/14 GAv and 1 GDA at Base Aerea de Santa Maria.

Skyhawk! - After several decades the Brazilian Navy has wings again with the acquisition of 26 McDonnell-Douglas A-4KUS which will operate from base Aerea de Sao Pedro in Rio de Janeiro. Uma Missao de Coragem - The operation of the Fuerza Aerea Uruguay's Casa 212 Aviocar in the Antarctic.

Na Mira dos Lincos - The Brazilian Navy's HA-1 Squadron and its Westland Super Lynx.

Fracasso na Baía dos Porcis - The Pluto Operation against Fidel Castro.

O Mini-Hercules - A profile of Lockheed Martin Alenia C-27J.

O Voo do Phoenix! - The maritime patrol missions performed by 2/7 GAv with the Embraer EMP-111A (known in FAB as P-95) "Banderulha" a contraction of Bandeirante de Patrulha. Sangue Novo na Ilha - The upgrade of Singapore's F-5.

Bell AH-1 Cobra - A profile of Bell's chopper.

Once again the reader will find among the pages beautiful color photos and several side views and the usual double page poster this time depicting Brazilian Navy's Westland Super Lynx.

Sergio Luis dos Santos (SAFCH #1202), Rua Jardim Botânico 647/301. 22470-050 Rio de Janeiro, RJ, Brazil.

**Insignia Magazine**, Blue Rider Publications, 43a Glasford Street, London SW17 9HL, UK.

Insignia is the best magazine in the world for the English-speaking, small-air-force enthusiast. (Its only possible equal being "Avions", which, unfortunately, is published entirely in the French language.)

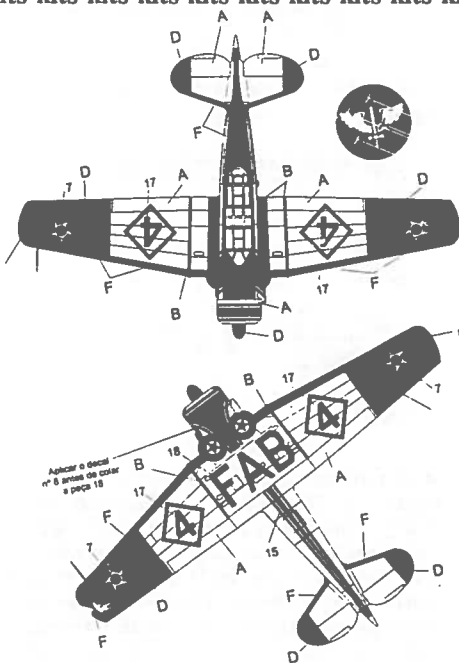
The praises of Insignia magazine have been sung on the pages of SAFO ever since Richard Humbertone brought out the first issue a little over two years ago. However, with the publication of issue #9, Insignia has made a quantum leap in format by adding color to all four pages of the cover. These pages are used to full advantage with color drawings of the insignia of Portugal on one page and those of Mexico on another page. The third page is devoted to color photos of aircraft of the Lithuanian National Guard Air Wing with color drawings of variations on their complicated insignia.



When you add to these the outstanding content:

This kit can be highly recommended to all modelers of 1/48-scale aircraft, particularly those specializing in acrobatic aircraft, trainers, or Latin American aircraft. The review kit is available from the SAFCH Sales Service, on a first-come-first-served basis, at \$32.00. Otherwise, it will be necessary to contact HTC at the address at the beginning of this review.

In addition, there are the usual free sheet of decals. This time it is for a Costa Rican Mustang. My only regret is that no credit was given to the late Nick Waters who, to my knowledge, published the first



In the hands of an experienced modeler this kit could possibly be made into an impressive model. Otherwise, it can be recommended only to the modeler building up an extensive collection of

[Editor's note: Have you noticed how often the words "small air forces" have been appearing in other enthusiast publications? While I'm pleased that interest in this subject is increasing, I regret that the contributions made by SAFCH members in helping increase this awareness is not being sufficiently acknowledged.]

This kit can be recommended to the modeler of average ability who, with a little patience, should be able to make quite a respectable model of an attractive jet trainer. Of, course, for the modeler of Polish aircraft, it is a must.



"After finally settling into our new home, I've finally found a chance to have a read of SAFO #84. If you will suffer it once again, I have a few odd comments from here and there in this issue.

"Tony Sapienza continues to expand out understanding of Paraguayan service aviation with his excellent piece on the Cessna 150/210/310 fleet there. Just a couple of things to add a little clarification to his text. **Cessna 150:** The two Naval Cessna 150Ms were delivered, according to Cessna, in February 1976 (vice 1977 that Tony reported). I have slides of both taken at the factory on 14 February 1976, which seems to support this date. **Cessna 210:** The c/n that Tony gives for FAP 0218 is correct (it has also been given as 59780) it is indeed ex-Bolivian CP-2190 and should be a Cessna 210L. I found it odd, however, that the second aircraft, FAP 0219, which Tony listed as having been acquired locally in 1987, received a number higher than the other, which he says was seized in 1991. C/n 64346 should be a Cessna 210N. A third Cessna 210, ZP-TYB, is reported to have also been impounded by the military circa 3 January 1996, but it is not clear if this was incorporated into the military services like the earlier example. Tony had earlier advised me that Naval 134 (a Cessna 210N) had been acquired in 1996. An earlier Cessna 210M, Naval 136, was reported in service in 1974, and indeed a drawing of this aircraft appeared in SAFO #22. Tony did not list this aircraft in his article. **Que paso? Cessna 310:** The previous (and probably never worn) U.S. civil registration for Cessna 310OH ZP-TDR that Tony gave as 'N108BQ' (typo?) is almost certainly more likely to have been N1088Q. The situation on the other FAP aircraft is rather confused, I think. Another aircraft (that Tony didn't list) was noted at Asuncion as TE-02 on 9 July 1996. Since TE-03, Tony says, was acquired in 1989, this suggests that TE-02 must have been acquired at the same time or earlier ... or that it may be in some way connected with ZP-GMS/MDA. Now Tony had sent me a color photo of a Navy Cessna 310 marked as NAVAL 401, which he later told me became NAVAL 144, yet this was reflected in his text for 144. This aircraft was noted in service as 401 in 1989. This is slightly confusing.

"I'd also like to congratulate friend Santiago Flores for his excellent article, 'The T-6 Mexican Dive Bomber', which expands our knowledge of this significant event considerably. In this connection, I'd like to inform the readership of a rather curious circumstance. Last winter, I finally located the records of the U.S. Navy Liaison Office that maintained as an intelligence gathering post at Veracruz and Tampico during the war years. These were voluminous and extremely detailed, and reported on shipping arrivals and departures, reported submarine activity, etc., on a daily and, nearly hourly, basis. When I located these records, I was very excited, as I believed that at long last, I would be

able to learn more about the FAM's anti-submarine patrols and the attack on U-129, which I reasoned would surely have been of note to the Naval Intelligence folks. To my utter amazement, there was not so much as a single word in any of the daily reports or, for that matter, the entire set of records, regarding the FAMs patrols or the attack on U-129 - even though the Intelligence Officer reported otherwise on the comings-and-going of aircraft at the local area airfields religiously. I must confess that I cannot understand this at all. I should add that, although I have attempted strenuously to do so, I have not located any other U.S. reports on this attack, aside from a solitary reference in the Daily Log of the Caribbean Defense Command that reported the attack, passed to them from an unreported source. This is a very perplexing story. "Also wanted to thank you, for the very nice review of the Specialty Press T-6 book I did. I hope you will once again remind readers that the follow-on and much larger book on the NA-16/AT-6/SNJ in Latin America is still in need of genuine in-service photos of Nicaraguan, Peruvian and Haitian T6s, if anyone has a tip on same."

Dan Hagedorn (SAFCH #394), 13125 Pennerview Lane, Fairfax, VA 22033, USA.

"Regarding the photo of the Argentine Air Force A-4AR Skyhawk that appeared on the back page of SAFO #85: The insignia on the tail that you guessed was a "feather" is actually a low-visibility version of the "hawk's head" insignia previously used on A-4B Skyhawk of the Fuerza Aerea Argentina."

Eduardo Enrique Marber (SAFCH #1344), Casilda de Correo 1370, 7600 Mar del Plata, Argentina.

"Further to the article on Czechoslovakian Military Colors that appeared in SAFO #85: I have a few original color chips of current Czech aircraft and I've compared them to FSS95a.

"L-39 Albatros: Light Green = 14255 (match). Dark green = 14079 (very close but 14079 is a touch darker). Light Grey = 16473 (close but 16473 is a bit darker). Yellow = 13538 (match). Red = 11120 (match). L-29 Delfin: Interior = 34226 (match). MiG-21: Dark Green = 14077 (very close). Brown = 20117 (very close). MiG-23: Gray Green = 34088 (match). Dark Green = 24064 (very close). Light Blue (undersurfaces) = 35237 (very close). Brown = 20140. Interior = between 34120 and 31120."

Roman Presecan (SAFCH #1497), 19 Sutherland St., St. Albans, VIC 3021, Australia.

"I have received a letter from T.R. Judge (SAFCH #1454) regarding my article in SAFO #85 on Chinese use of the Schreck FBA.17 with more substantial information. 'The only substantive mention of the Schreck that I have found is in March 1, 1935, Census by Lincoln C. Reynolds, an

American Foreign Service Officer, (All numbers are estimates): On Hand July 1 1932 ; 8. On Hand March 1 1935: 7 (in flying condition at Tsingtao. One out of service'. This data appears in several of the commercially available China/Chinese Handbooks of that period.' "Thank you so much for your kind letter, Mr. Judge."

Christian Hotte (SAFCH #902), 6 Impasse Santos Dumont, F 44470 Carquefou, France.

"FlightDecs is a new mail order hobby enterprise whose goal is to offer a one-stop shopping site for decals, resin and photo-etch add-on accessories. FlightDecs is the result of two modellers who were frustrated at having to search not only the continent, but in some cases the world for accessory items, and being obliged to pay heavy shipping prices which were usually tied to minimum orders. "FlightDecs offers over 25 decals lines which include not only every North American manufacturer we could get (including the exclusive Archer Fine Transfers) but also many overseas decal lines from countries such as Brazil, Israel, Ireland, Finland, Australia, Portugal, Belgium and Britain. We carry over a dozen resin and photo-etch lines and offer no minimum order and low mailing costs with competitive prices. We are one of the few outlets for the innovative E-Z Mask canopy mask product.

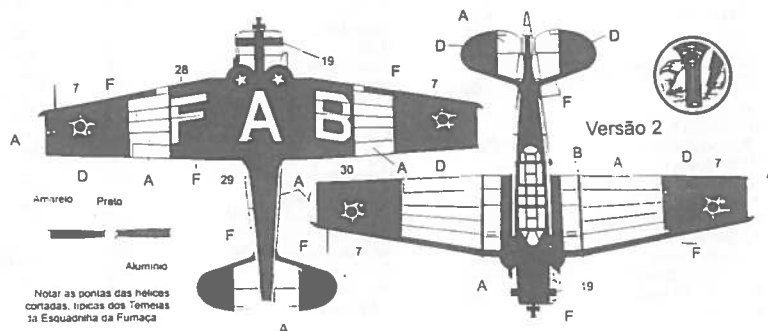
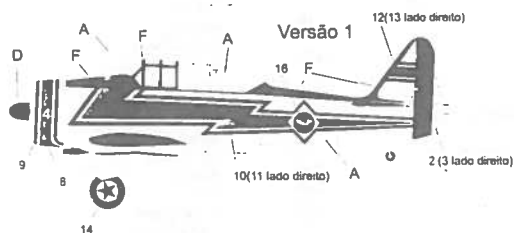
"We would like to encourage SAFO members to let us know when they hear of a new accessory being released in an overseas country."

Jim Lyzun (SAFCH #920), 244 Masters St., Thunder Bay, Ontario, Canada, P7B 6L5. E-mail: fldec@mail.tbaytel.net. Web Site: www.tbaytel.net/fldec/.

[Editor's note: The decal line they carry are: Aeromaster, EagleCals, Ventura, Archer, Third Group, Copper State, FCM, Blue Rider, Model Art, Leading Edge, Superscale, MSAP, Kommandeur, Three Guys, Yellowhammer, Arrow Graphics, Daco, Cutting Edge, HAD, Aussie Decals, Max, Watermark, ExtraTech, Fox One, Fighter, Aircraft, InScale, ADS, Experten. Resin: Cobra Company, TAC Scale, KMC, True Details, Jaguar, Cutting Edge, Little Fokkers, PacMon, Aries, Aeromaster, Hawkeye. Photo-Etch: Eduard, Tom's Modelworks, Extratech, Teknics, Copper State. Could one of members in Poland put PART in contact with FlightDecs.?)

"I have started a little military book business on the side. The name is R&D Militaria and my e-mail address is RHanes@aol.com, fax: ((54-9915. For example. I have 'Central American & Caribbean Air Forces' by Dan Hagedorn from Air Britain Publications @ \$27.95 plus \$3.00 postage in the USA.

Bob Hanes (SAFCH #1379), 460 Lakeview Dr. 111B #4, Weston, FL 33326, USA.



Notar as pontas das hélices coradas, típicas dos Teméis da Esquadra da Fumaca

